

AUSTRALIAN MODEL RAILWAY ASSOCIATION" JOURNAL "↓
168

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November, 1954

TheVICTORIAN STATE BRANCH REPORT.

Since last Journal appeared the branch has shown none of the inactivity that threatened earlier in the year. Attendance has averaged about 30, and we have quite a few schemes under way. By the time you receive this, though, one major enterprise, that of providing a stand for the Electrical Industries Fair, will only be a memory with worn bogie journals and pickup shoes as a more tangible reminder.

But I'm getting ahead of myself. Let's go back to July. At that meeting we welcomed Brian McClure into the chair vacated by Rick (Poison Pen) Richardson, after sterling service since the beginnings of the branch. Tim Dunlop took the opportunity to pop in a request from the Federal Committee for use of the branch layouts for a display at the invitation of E.I.F. committee. However, neither layout was in operating condition, so we let ourselves in for the job of constructing a special one in HO using commercial equipment. For the first time in some months, we had models along to the meeting -- Russ Siddall's HO 2-6-0 and V.R. cars, Jack May's TT Lindsay 0-4-0 "Tiny Tim" and Don Knox's HO L.M.S. 0-6-0 T. and van.

In September, scheme No. 2 came into the offing. The Uncle Bob's Club approached the association with a request to put an A.F. layout in operating condition and providing scenery for it, with the ultimate aim that the Uncle Bob's Club would auction it. I'd better explain to our membership in the other states that the Uncle Bob's Club is a hardworking charitable organisation which, through the efforts and from the pockets of its members, has contributed considerable sums of money to the Children's Hospital, especially its orthopaedic section at Frankston. There was no shortage of volunteers for the work, but for a start, Russ Siddall, Tim Dunlop, and

Rick Richardson volunteered to have a look-see and report back next meeting. This they did, and we found that the layout required some relaying of track and rewiring, as well as a complete scenicking job. But there was no hurry, so we were able to defer it till after the fair.

The most important event of the night was the judging of the structures competition. Seven models were entered, which was good considering the time allowed. Ron Mennie took 1st. prize in the O gauge section, with an American prototype trestle bridge, 2'6" high and complete with walkways, handrails and firebarrels -- a very neat job all round. There was also a trestle in the HO section; Tom Moodie built one to Swiss National Railways prototype, and took off 2nd. prize. There is a sad sad story about this trestle, of the type that makes strong men weep in frustration and pound their heads against brick walls, to the detriment of the wall. It seems Tom had the plans photostated from a book, up to the right scale, then laid out bents, bracing and so on, put the lot together and glued some prefab. track on top. Came the meeting night, and he put a loco on one track and a car on the other, just to round off the effect -- the two wouldn't pass !!!!! Trestle is all fixed now but what is puzzling Tom is whether Swiss National Railways ever passed trains on THEIR bridge, and if so, what happened?

First prize in the HO section, was won by a C.T.C. tower and station; a joint effort of Graham Watsford and Phil Avard. Since the former is supposed to be writing this as a factual report, no trumpet blowing must be indulged in, but it DID have chairs at the control desk in the tower. Dick Gutteridge won 2nd. prize in the O gauge section with a collection of 3 diorama, a particularly good one being of a section of the "Trans" line with telegraph pole, sand, and last weeks pile of empties.

Honourable mentions were accorded to Lance Perrin for O gauge station "Walhalla", to Roy Colwell for a 3 stall brick roundhouse (last minute rush - the paint was still wet) and to Don Knox for an HO footbridge constructed completely from metal.

After this was decided, the next important item was

preparation of the layout for the E.I.F. The plan was for independent, high and low level loops, with double track passing sidings at the rear to act as storage tracks. The baseboard was in the form of a hollow square, with a masonite backboard screening the rear portion i.e. the working section, from the spectators. The two levels were to cross over one another out front, on a plate girder bridge, disappearing at one end into a steep grass covered knob (dubbed May's Mighty Mountain after its creator) and at the other end into a cutting through rolling hills. Setting out the curves and putting up all the trackbed supports took all of the first Saturday afternoon, but the next weekend, the boys rolled up with an impressive array of power tools and all the canite trackbed was soon in place. Everybody was covered, both inside and out, with canite dust spewed out by the saws, but Mrs Dean provided a very welcome "cuppa" to quench thirsts and wash down throats.

Over the next few Saturdays, the countryside (cowhair underfelt) was tacked in place and suitably lumped up with crumpled newspapers. We left a bit of it unfinished, so the public could see how it was done. Then, a week before the Fair started, the whole thing was carted up to the Exhibition Building, where the Fair carpenters eventually put it up on legs. We ranged the stands used at the last A.A.M.S. exhibition on each side. Out front, a hefty pipe barrier kept the crowds back, and allowed some room for the attendants-cum-ear-bashers to move. Track was not laid until all other features were finished, but both levels were completed in a day using Wrenn prefab track and points, and Jack May supplied some fine sieved stonedust for ballast.

Nev. Levin made up 2 and 3 colour signals for upper and lower loops respectively, then came along and installed them, relays and all. They caused quite a few comments from spectators as well as queries of "how does it go" from chaps who wanted to build something like it. There seems to be quite a demand for a special data or information sheet on the subject. To simplify the signalling, three rail was used (much as it pains me, as a 2-railer to admit the fact) and motive power was Hornby, either rebuilt or original. Some consternation was caused when track circuits on one level completely failed to operate, but after a short check, it was found that the

cars had plastic wheels, and the loco was 2 rail, with third rail shoes added for the occasion. Perhaps the only "fault" with Nev's signalling was that he built a two headed stick, which showed permanent red over normal green. As a result, irrespective of the green light below, there were intermittent cries of horror from youngsters and exclamation from knowledgeable (?) fathers about the train "running through a red light."

Models on display:--

Geoff Lormer lent a rake of V.R. cars in O gauge, which had previously seen service on the exhibition layout. Tim Dunlop, Graham Watsford and Phil Avard contributed among them a mixed array of HO gauge Yankee cars, Russ Blake turned up with a diesel hauled streamliner, and Ernie Dean came forward with an O gauge O-4-2 T and an HO O-6-2 T, which gave excellent service on the layout. Tom Moodie came along with his trestle, and Phil Avard turned out a dozen denuded trees to forest the layout.

Special thanks must go to Bill Rattray and Ralph Dodson, who manned the stand 6 hours (and more) a day, 5 days a week. Their generosity saved our organisers from many headaches since provision of operators during the day was one of the largest obstacles we had to face. A roster among ten of the members took care of nights and Saturdays, with assistance from additional members who dropped in for a short time.

If the reaction of the public (6 deep at a 30' frontage at times) and the inquiries about A.M.R.A. may be taken as any guide, I think we can all feel satisfied with the results.

At the October meeting, as was expected there was quite a few newcomers, many who had joined after seeing the Fair exhibit. Ernie Dean turned up with our neat new letterheads on blue paper. Since we were able to get them done for quite a reasonable figure, we had ordered a thousand, so there's plenty for the other branches as well, if they want them. The main item for the night was a talk by Rick Richardson on "Why narrow gauge?" (or how to be in HO while building O gauge) He explained that most of the trucks ^{trucks} used in modelling standard gauge to gain an interesting

layout such as tight curves, steep grades, and spaghetti twists, are actually prototype practice in narrow gauge. We hope a summary of this talk may appear in Journal at some future date, to enlighten beginner and old hand alike on a little known but interesting phase of the hobby.

Graham Watsford,
23.10.1954.

100 YEARS OF RAILWAYS.

1955

V.R. CAVALCADE OF TRAINS.

The decision of the V.R. Commissioners to use a $\frac{1}{4}$ " scale model railway to show the history of the development of trains in Victoria over 100 years, was of great interest to railway modellers.

The full and detailed story would require a Journal to itself, so here we have collected jottings and observations from many sources to provide an outline of the project.

The stand on which the oval-shaped track layout was built, was 64 feet long and 22 feet deep from front to back, in the shape of a very wide, short "U". Behind the scenes, each line of the double track independently spread to an 8-road storage yard, giving 16 through tracks.

In the front, the scenic work was almost unbelievably realistic in both texture and detail. Built entirely by Ron Titchener, the houses, shops, station, farms and other buildings, as well as the topographical features, bridges and fences were detailed to minute precision yet they all lived their age with vivid realism. The amalgamation of the physical scene with the beautifully painted 4 ft. "back-drop" was a masterpiece of perspective.

Cantilevered over the 6 ft. width of the countryside was a pleated ceiling of blue material faced flush with the front of the stand by a fascia board behind which was a line of 4 tube fluorescent lights over 100 feet in length.

The track was laid on 5/16" x 5/16" sleepers on similar

battens. The sleepers being spaced about 20 per foot of track. Over 11,000 sleepers were required. The rail was 702 brass laid in 12 ft. lengths. The minimum radius for main line curves was 8'0" with 6'0" radius for through points in the storage roads. Twenty nine turnouts were required for the ladder tracks and jig assembly was used for all but two which were of opposite hand.

As each 12' length of track had to be securely lined up when the whole stand was erected for the second time i.e. at the Melbourne Town Hall (it had to be built, dismantled for transport and re-erected) a simple method was adopted. The battens press-fitted between two parallel caneite strips and the rail ends were clamped by a pair of washers bolted either side of a piece of 5/32" brass strip soldered across the rail ends of each abutting length. Also, to simplify wiring, open solder lugs were fitted to the jumper cable for the stud contact from one length of track to the next.

To revert to the scenery - it was made up in 6'x2'x6" frames, placed in position and finally sealed across their joins.

The track base was however in position on each 6' x 3' section of the framework so that when the whole stand was bolted together, the lengths of track and the "blocks" of country were just dropped into position.

The power supply was on the "Split Potential" system, with 12 volts, there being three bi-directional controllers on each track - one for the driver placed so that he could view almost the whole of the track back and front from above the cloth ceiling through a 4 ft. x 2 in. slit; one on the main control cabinet and one for the 8" track in each ladder which could be isolated for maintenance of locomotives and stock.

Signalling was automatic three-position colour light with 3 signals on each track - up and down.

The level crossing was protected by a flashing light signal operated by full size equipment including the gong which was suitably muffled.

The whole of the display part of the stand i.e. the

scenic area, was equipped with overhead structures and black thread catenary and contact "wires" over each track.

The Cavalcade of Trains began with the First Train of 1854 and concluded with the new suburban train of 1955. The following list of the fourteen trains used (seven on the "up" track alternating with seven on the "down" gives some idea of the rolling stock needed. All these powered units, cars and goods trucks were built by members of the Victorian Model Railway Society and we here record our praise of their workmanship.

1. The First Train - 2-2-2 T, 4-wheel open truck with the
1854. band, three, 4 wheel carriages.
2. A Mixed Train - RY 423, 9 vintage goods trucks,
1890's. AB car and 6 wheel 'Z' van.
3. Goods Train - V 517, 15 trucks and van.
4. Sydney Express - A2 572, 7CE, 7 BE, 8 BE, "Goulburn"
1900 Diner, 11 AE, 12 AE "Yarra" Parlour.
1910
5. Spirit of Progress - S 303, 1 CS, 6 BS, 7BS, 8 BS Diner,
9 AS, 10 AS, 11 AS, Parlour.
6. Fast Goods - H 220, 27 trucks and van.
7. "The Flier" - R 700, 10 AE, 14 BW, 17 BW, 7 AW, 9AW
3 CW.
8. "The Overland" - B 60, B 85, 2 BJ, 1 BJ, 1 AJ, Allambi,
Numuldi, Tantini, Weroni (sleepers)
2 ABS, 30 CE.
9. Brown Coal Train - L 1150, 35 open trucks and van.
10. AEC Rail Motor.
11. Petrol-Electric Rail Motor (and No. 25 M.T.)
12. 280 H.P. Walker Diesel Rail-Car.
13. Suburban Steam Train - E 506, seven vintage 4 and 6
1890 wheel cars.
14. Suburban Electric Train - 4 Car set.
1955.

The presentation which was made to a new audience each half hour consisted of a 20 minute tape recorded commentary with which the running of the 14 trains was co-ordinated, culminating in the crossing of the "Overland" at speed with the First Train "at slow".

GINGER RICK.

I read the Journal - no one about.
When, struth!! I couldn't 'elp but shout,
'Cos some bloke -- "Rick" -- wrote in this paper,
Something that fair made me do a caper,
With rage. For this coot 'e had the nerve to say,
That Phil - a member of A.M.R.A.
Was round, and chubby - like a ball,
Gor blimey, I didn't like that at all. 'Cos Phil,
Unlike Watsford - the long skinny weed,
Is built for comfort -- not for speed.

Phil A'Vard.

With apologies to C.J. Dennis.

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AN APOLOGY.

Following this, we have the letters to the Editor. It is regretted that two letters, which were received by our "reviewer" Rick Richardson, cannot be included in this issue of the Journal. One is from Louis Aa, of Port Pirie, S.A., and the other is from Graham Watsford.

Both these letters however, will appear in the next publication of the Journal.

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To the Editor:

Pop and Ray Stewart of "O" Gauge House, first interested me in model railroading, and while living in Sydney (over twenty years) I built two locos from their castings, a D 57 and a small tank 0-6-0. However you can't pour a quart into a pint bottle, so I changed to HO and built a 4-6-0 Baldwin wood burner, now being scrapped, because I have finally fixed on my scale and gauge 16.5 mm, 4 mm scale. I am modelling British Railway's prototypes and calling the layout British Railways (Pacific Division). The track hasn't yet, got past the drawing stage. Portable 7' x 8'. The motive power so far, consists of an L.M.S. 2P 4-4-0 from a K.M.R. kit, with a few modifications and an 0-6-0 Pannier tank; the superstructure is a casting from a toy locomotive, with the hand rail castings filed off and substituted by actual rails in split pin knobs. The motor and wheels were bought with the proceeds of the sale of a Trix Twin switcher, and the chassis is under construction (2 rail 12 V). I have also commenced the chassis of a British Railways Class 3 standard 2-6-2 tank. The rolling stock consists of an L.M.S. box van and brake van, a S.R. cattle wagon with drovers compartment and a N.E. hopper wagon. These are completed and from Ergs. I also have eleven other Erg vans in various stages of assembly. These Erg card cut outs are really good and easy to make up. For a workshop, I have built myself a bench with a T.N.C. lathe and a wolf cub drill stand, with the portable drill and various attachments.

Well, that's me, now how about you. The Association is fine and the "Journal" is looked forward to with interest, and I have gained some good ideas from it. I would like to see the pages larger, and I agree entirely with Mr. Richardson that all the literature sent out should be incorporated in the "Journal". However, I don't entirely agree with his comments regarding the "Buyers Guide". I think that the listing of items as they become available is a sound idea and should be continued. I do agree with him that items of special interest should be given a full description for the benefit of members. I do not like this matter of Model Railway "politics", and think that criticism should be expected and welcomed at this early stage of the Association without trying to go one better in retaliation. I regard the remarks addressed to Pacemaker Products as offensive

and unnecessary even if they were made unofficially. As an opportunity to discuss and exchange views on contentious subjects, and for the reporting of members activities, and for brief personal notes, the "Review" is a sound idea indeed, but to give one member, the opportunity to criticise the Committee and outside organisations "ad lib" seems foolish and with due respects to Mr. Richardson and his otherwise interesting feature, I feel that criticism is a matter for members as a whole, and that if they feel strongly enough about a certain topic then they will certainly let you know about it, and then either their letters or their remarks should appear in the "Journal" and the topic laid open for discussion.

----BOB. LAMBLE, 10 Lawford Street, Box Hill. E.12.

P.S. Any other railroad imperialists in the Box Hill area are cordially invited to squelsh through the mud to our front door, i.e. if they can find it. The street is not listed but is off Woodhouse Grove.

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To the Editor:

Dear Thir;

Why ith it, that when you have withitorth to your model
waylway, wodth dwop off the loco, the twainth wun off the
twack, wireth bweak and nothing workth like when there are
no vithitorth.

Why Thir, why doeth thith alwayth happen.

It ith pothitively thickening,

Yourth etc; Dithguthted, Thouth Yawwa.

(Apologies to the A.B.C.)

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To the Editor:

Thanks for the "lookover" by Review-Editor Richardson. That publicity suggestion is good, but...they are too similar to the Institute of Architects' letters. Fancy, putting up a name-plate "H.E. Tisher, A.M.R.A. So, will the lady please think another one up. No, the real trouble is our scaffoldings don't stay up long enough these days.

This fellow Tom Moodie, terrific. Came down one evening to talk shop. Enjoyed it very much, too. That Swiss landscape we reminisced about, gave me itchy travelling feet. Wanted to invite myself to Tom's place to silently admire and dream. But got a rude awakening when he told me he had not started yet. No harm done. Joe Stalin had a Five year plan, that took fifteen to finish half. Tom, keep your chin up. There is still hope.

Between AMRA Committee-Meetings, professional conferences etc. I manage occasionally to spend an hour or so to build my humble railway-empire.

To you who have never been to my place I claim uniqueness in one respect. It is probably the only Drawing-Office in town that has its own railway-siding. H.O., too. Had at some stage the idea of that big Central Station-building in 20th Century contemporary Architecture. My Committee "Confreres" shattered that plan to pieces. So it will only be a very small Station befitting Mt.-Ida-Town and some additional track instead. When completed it will have appr. 120' of track. "WRENN" by the way, which is easy to lay, although there should be different types of Turnouts available. But they can be re-graded. I will be using Centre Rail and run "Marklin" Locos and Trucks. Biggest grading used is 4% which seems to be no effort for Marklin Locos. However, for the benefit of other "Greenhorn"-Tin-platers I will at some later stage give a more detailed description, hoping that some fresh starters may benefit.

Apropos Publicity: If the bouquet of the month goes to "Review-writer Richardson for his very suggestive and constructive Review, I throw the "Blot" to the non-existing Publicity-Manager, who should not have missed out with a nice article in the "Sun" Special Supplement on Railways, likewise at the Town Hall Exhibition. Ask Mr. Wishart to give us a free poster in his Electric Suburban Boneshakers.

--- HERBERT TISHER, 25 Mt. Ida Ave., Hawthorn.

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To the Editor:

Dear Thir,

Much ath I enjoy weading the thcandal witten by that

fellow, Thiticky-beak Wichardthon, thome partth I have to wead
thwee timeth to underthtand it. Hith thtyle ith too wordy.
Why Thir, why can't he get to the point without a lot of
Bafflegab. Bafflegab thatth what it ith. Jutht what one
would extthpect fwom a Public Thervant. BAH/.

-----Dithguthttedth Bwother, Bwighton.

HOW TO BUILD A MODEL RAILWAY FOR TEN BOB.
(Apologies to the "Model Railroader")

In these days of increasing prices one has to be on the
lookout to keep expenditure down to a reasonable figure.
This is one way to build a layout for practically nothing.
Just follow these intructions.

1. Lay the track, build or buy the rolling stock and
start running.
 2. Build a tunnel covering about half the trackage.
 3. You decide it would look better if you covered the
whole of the track with tunnels.
 4. You now find that you can't see how the trains are run-
ning so you fix up a diagram board with flashing lights.
 5. Seeing as how nobody sees the trains you sell the bodies
and just run the chassis around.
 6. Sell all the chassis and let the loco work the track
circuits.
 7. Sell the loco
 8. Rip up the track and sell it.
 9. Operate the diagram board with a contact drum.
(See drawing next page)
This setup is self explanatory and very easy to follow.
The parts can be found in any junk box.
So long fellers.
-

Odd Ode No. 1.NEMO ME IMPUNE LACESSIT

1. Ah! woe is me - Oh Rick oh Rick!!
Why hast thou done this dirty trick ?
2. You call me Pommy, which I'm not,
In fact, I'm proud to be a Scot,
But by and large, though loth to tell
I thought the Journal rather swell.
But stay - before your spleen you vent
Just hesitate for one moment
Remember that I'm six feet two --
Or I'll wrap you in your own Review !!
3. You're off the rails, you silly clot
And say my "road" no name has got.
But check that book signed Friday night.
"Trans-Alpine" is the empire dight.
And as for Pearson, that I called "matey",
It seems he thinks that he'll be eighty
Before the layout's finally done.
(And yours, before he's eighty-one ?)
4. The Journal this time sure looked padded.
I found something new had just been added.
It may be good (or just bad breeding)
But it certainly makes for interesting reading.
It seems that with the "Border States"
The writer's not exactly mates.
(I must admit it's all over my head
but it seems Bill would be better off dead.)
5. Now what's all this ? - cards in the post,
I must check up - mine must be lost.
And badges now to attach to our "frame"
I think "crank-pins" a better name.
To the fifteen strong and silent men,
I give this toast - here's to them.
And Ricky - for your bright Review
I say the same - so here's to you.

6. But if beneath your pen I burn
Expect more "Odery" in return.

Gin Ye Daur.

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A.M.R.A. VICTORIAN BRANCH CO-OPERATIVE LAYOUT.

This layout has been designed with the following objects in view:-

- (1) To act as a test track for members and visitors models
- (11) To give members, who have not layouts of their own a chance to operate their equipment on club nights.
- (111) To provide a basic track for future exhibition stands.

The finance available for the line is strictly limited, so all available money has been used for tables and track - stations, signals, scenery etc., will have to be provided by individuals. The track plan is very simple, but it allows some degree of operation and the layout can readily be enlarged if required.

Station A will be operated as a branch line terminus - trains leave here and pass to Station B which is very small. It has been suggested that a narrow gauge interchange point be established here -- what about it slim gaugers? The train would then swing around the curve and enter a tunnel beyond which is Station C. This station is only for the turning around of trains, as there are no storage facilities here. Perhaps later the line may be continued beyond this loop to another station, or a return loop, or at least a storage siding or two, which would considerably relieve the pressure.

For exhibition week a painted back drop, some simple lineside scenery, and a curtain down the front to hide the 16 legs would work wonders for the line, which would have been well tested prior to exhibition, since the debenture holders have no intention of allowing the line to be exhibited until everything is in 100% working order.

Trackwork has been designed to take either tinplate or scale rolling stock - turnouts having been made with moving frogs and generous check rail gaps. The line will have a

centre rail for 3rd. rail and stud contact locomotives and will also be wired for 2 rail. Careful thought will be required on both track work and electrical circuits to make these ideals possible, but it is hoped that any type of rolling stock will be able to run.

The line is well under way - most tables have been built by Bob Smith, and the track gang has about $\frac{3}{4}$ of the track down. It is hoped that the first trains will run early in the New Year.

A. M. R. A. VICTORIAN BRANCH

C O - O P E R A T I V E L A Y O U T .

1. This layout shall be the property of its debenture holders who shall decide its design, construction and use.
2. A debenture holder shall be a financial member of the A.M. R.A., whose name appears on the official list of debenture holders as
 - (a) holding one or more financial debentures each of £2 value. Financial debentures are transferable between members and between a member and the Club.
 - (b) holding one or more working debentures. Working debentures are not transferable and members are eligible for one (1) working debenture for each 20 hours worked on the layout during working sessions designated by the superintendent or other members of the "O" Gauge Layout Committee.

Provided that no member shall hold more than $\frac{1}{3}$ of the total number of debentures (either working or financial).

Debenture holders are entitled to one (1) vote in the affairs of the layout for each debenture (either financial or working) which is held by them.

Up to date copies of the official list of debenture holders shall be held by the superintendent and the convenor of the Victorian Branch.

3. Matters concerning the layout including amendments to these rules shall be decided by a simple majority of the votes of debenture holders - $2/3$ of the voting power to constitute a quorum. Debenture holders unable to attend may vote by proxy.
4. Equipment: Rolling stock, lineside accessories etc. loaned by members shall remain the property of the individual concerned and may be removed at any time - the debenture holders will not be responsible for any such articles lent to the layout.
5. The layout shall not be sold or disposed of without the consent in writing of all debenture holders.
6. The layout shall not be exhibited publicly unless a written guarantee is obtained from the organisers of such an exhibition that the layout will remain the property of the debenture holders.
7. On the death of a debenture holder or in the event of his becoming an unfinancial member of the A.M.R.A. for more than 12 months, his debentures (whether working or financial) shall lapse.
8. Debenture holders shall elect annually at the general meeting of the Victorian Branch the following officers, who shall hold office for 12 months unless a vote of no confidence is passed against them by $2/3$ of the voting power of the debenture holders or unless they resign:-
 - (a) Superintendent - who shall be responsible for the co-ordination of the design, and construction and use of the layout in accordance with the wishes of the debenture holders;
 - (b) Assistant Superintendent/Treasurer - who shall assist the superintendent and act as his deputy in his absence and who shall hold all moneys received from debenture holders and issuing a financial statement annually which shall be audited by 2 debenture holders who do not hold either of the above offices;
 - (c) Not more than two (2) committee men - these may be

A.M.R.A - VICTORIAN BRANCH

CO-OPERATIVE LAYOUT, "O" GAUGE STATION "C"

loop only

Phase 1: Track shown to be built.

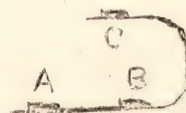
Phase 2: Extension beyond "C" either —

Return loop

A further $\frac{1}{4}$ circle



OR



Each Section - 6' x 1'

Min. radius - 6'

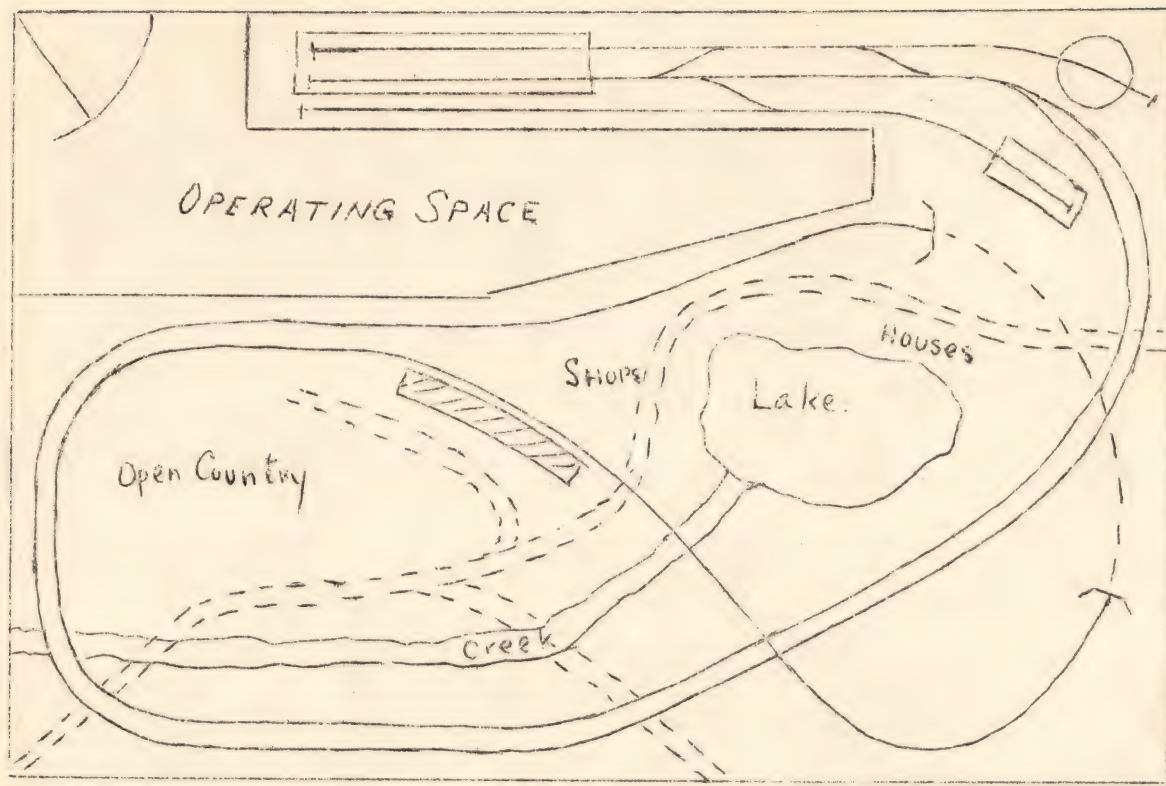
STATION "A"

STATION "B"

Scenic backdrop for exhibitions

Small "half" type platform





== ROADS

PROPOSED LAYOUT SCALE: $\frac{1}{2}$ " = 1 FT.

'HO' — C.R. DODSON.

appointed by the above officers if the positions are not filled by election.

This group of officers shall be called the Victorian Branch "0" Gauge Layout Committee.

9. The layout shall be insured with a recognised insurance company.

MEMBERS INFORMATION SHEETS.

David Ellis of Chatswood has sent in a most interesting Information Sheet and here is his idea for PULLEYS.

"For those who use hand operated points from a distance the wires can be taken around curves with the aid of Dinky Toy model car wheels which are just over 7 mm. and 17/64" scale. When the tyres are taken off and a thin panel-pin inserted where the axle was formerly the pulley is ready to use.

Other points from Dave are:--

How to make a scale model forest ?

Why don't we publish plans for railway buildings ?

He would like more pamphlets issued with Buyer's Guide, as done a short while ago.

Thanks a lot Dave, your queries are being attended to. We hope other members will follow Dave's lead and send in their completed sheets for the benefit of all. - Ed.

TABLE OF DATA FOR POINT SOLENOIDS - 00 GAUGE.

from RALPH DODSON.

Bobbin length	1 inch	No. of turns per layer	16
" tube diam.	7/32"	Total No. of turns	950
" Cheeks	" $\frac{3}{4}$ "		
" Core	" 5/32"		
Stroke	$\frac{1}{8}$ "	<u>NOTE.</u> The stroke of point rod may be varied by altering length of bell crank arms.	
Voltage	6 volts		
Resistance in ohms	5.		

MAKE YOUR DIFFICULT OPERATING CONVINCING.

In either real or model railway station layouts, the guiding principle seems to be "The maximum operability for the minimum expense". The leading question in model design could well be "Is that pair of points really necessary?" as the points are the most difficult necessity to make, or to purchase.

This description of some simple railway station layouts is intended to show how in real practice the maximum operability can be achieved with the minimum number of points which items we presume in the real railway, too, are the greatest expense outside the imposing edifice.

Irrespective of their size or design, all stations have facilities for one or more of the following:--

1. Passenger
2. Goods
3. Crossing or Overtaking.
4. Turning, fuelling, watering and housing the locomotives.
5. Storage of Carriages.
6. Shunting and Marshalling.

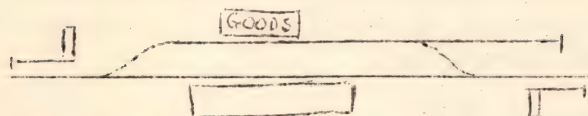
The stations chosen, STRATHALLAN, KEM and YEA, are all in Victoria, but a similarity table is appended showing possible equivalents in N.S.W., Q'land, and Tas.

STRATHALLAN is quite a small station, the last before Echuca on the main line. It originated about 1913 as CORNELIA CREEK SIDING and quietly pursued its way until September 1937, when a readjustment of the timetable necessitated the crossing of two passenger trains there on Saturdays.

The loop siding with short dead end was sufficient for normal goods traffic and the small passenger platform for passengers.

As the crossing only took place once a week, the facilities then existing were considered sufficient for crossing purposes as well, and the two home signals already there were then pressed into service.

STRATHALLAN

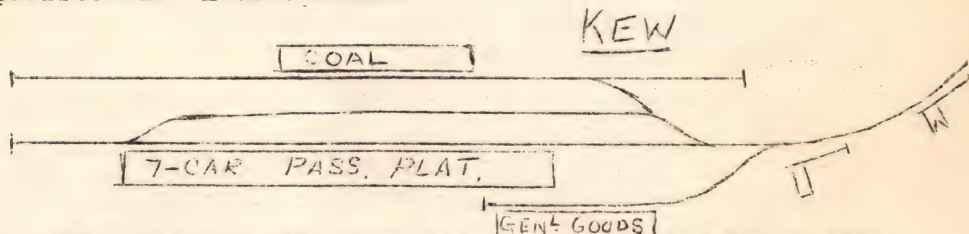


The usual arrangements for crossing trains applied here, i.e. the first train to arrive went to the platform, set back, and entered

the loop while the second train went through. When the second train had passed, the first train departed direct from the loop except if trucks were blocking the loop when the refuging train again set back and departed by the platform.

It could be said that this station with three pairs of points provided facilities 1, 2, 3, 5 & 6, although a little restricted. It is hastily pointed out that a station as small as this is rarely called on to cope with two trains at a time without storing carriages there, which infers a terminating train of some sort!

The second illustration is that of KEW, on a suburban branch line, one of those comparatively rare dead end termini. It dates from 1887 and has had practically no alterations since before 1910. There was once a distant signal, the removal of which at some unknown time explains the gap in the six lever frame on the platform. The layout here shown differs in at least two unimportant details from the prototype but only the purists will notice where.

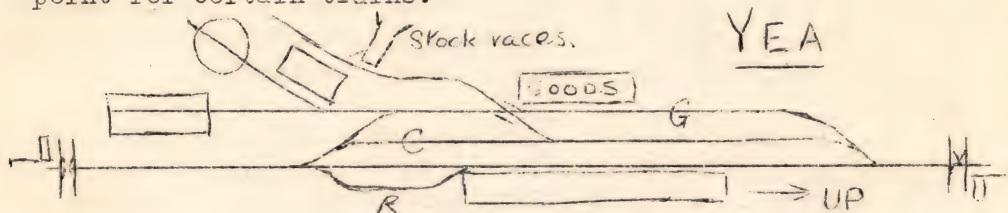


Of course the line was wired for and used by electric trains in 1922 but the layout remains the same as when E class 0-6-2 tanks ran the six car passenger to the city.

It is readily seen that the station has facilities 1,2,3 & 6. As trains will rarely commence and "go off" there it has no distinct car siding but the coal siding would certainly be available for such at times. For the same reason, and because

of its closeness to the "junction" or the "big city", it has no facilities for housing or fuelling the locos, and tank engines require no turntable.

The third station is YEA, a crossing station on a single line in North-Eastern Victoria, as well as a terminating point for certain trains.



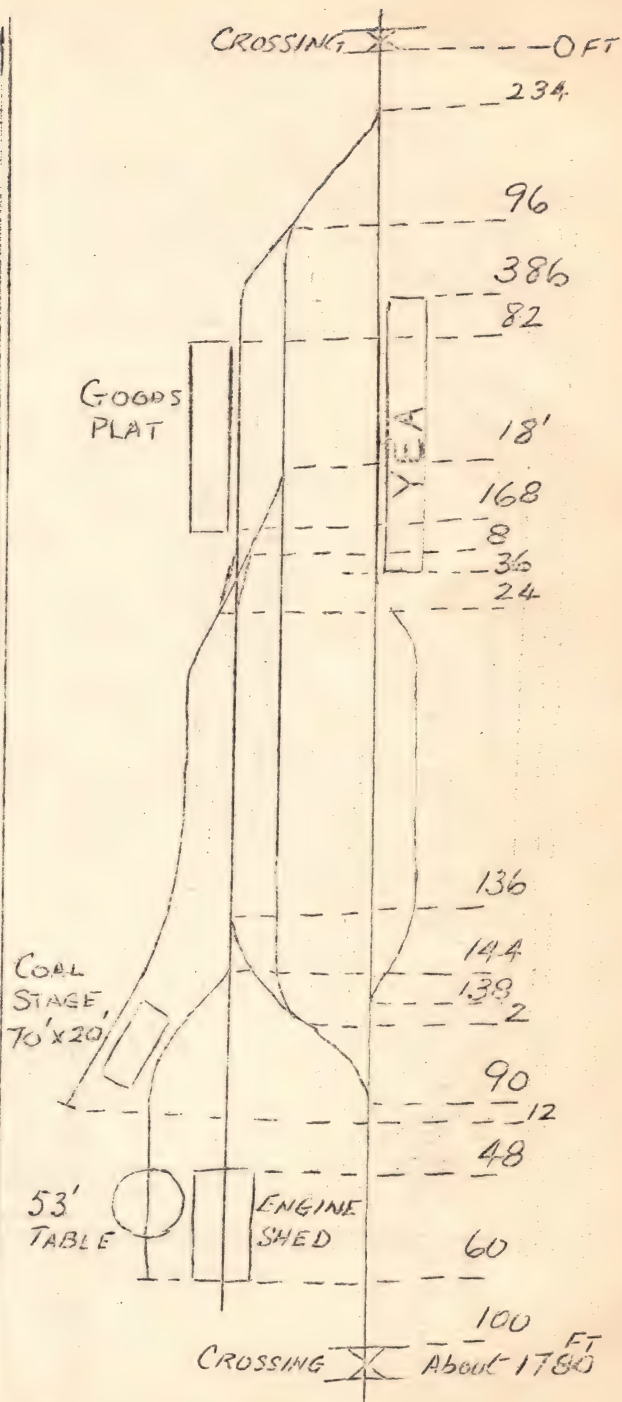
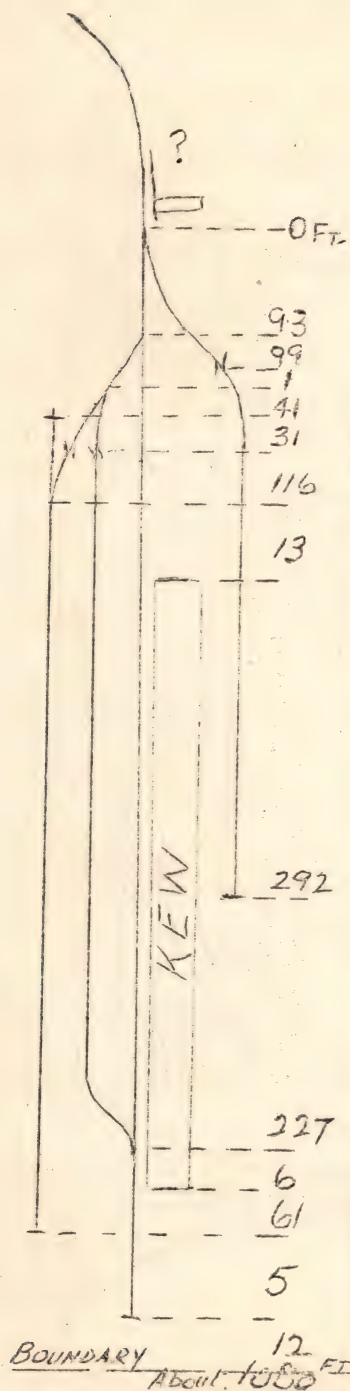
Facilities 1,2,&3, are again obvious, but note that crossover X allows engines of up trains to go to the coal stage without troubling the trucks standing at the goods platform G. Carriages are often stood in the crossing loop at point C, and railmotors and trailers use the specially constructed siding R. Shunting and Marshalling is carried out from the main line into the various sidings.

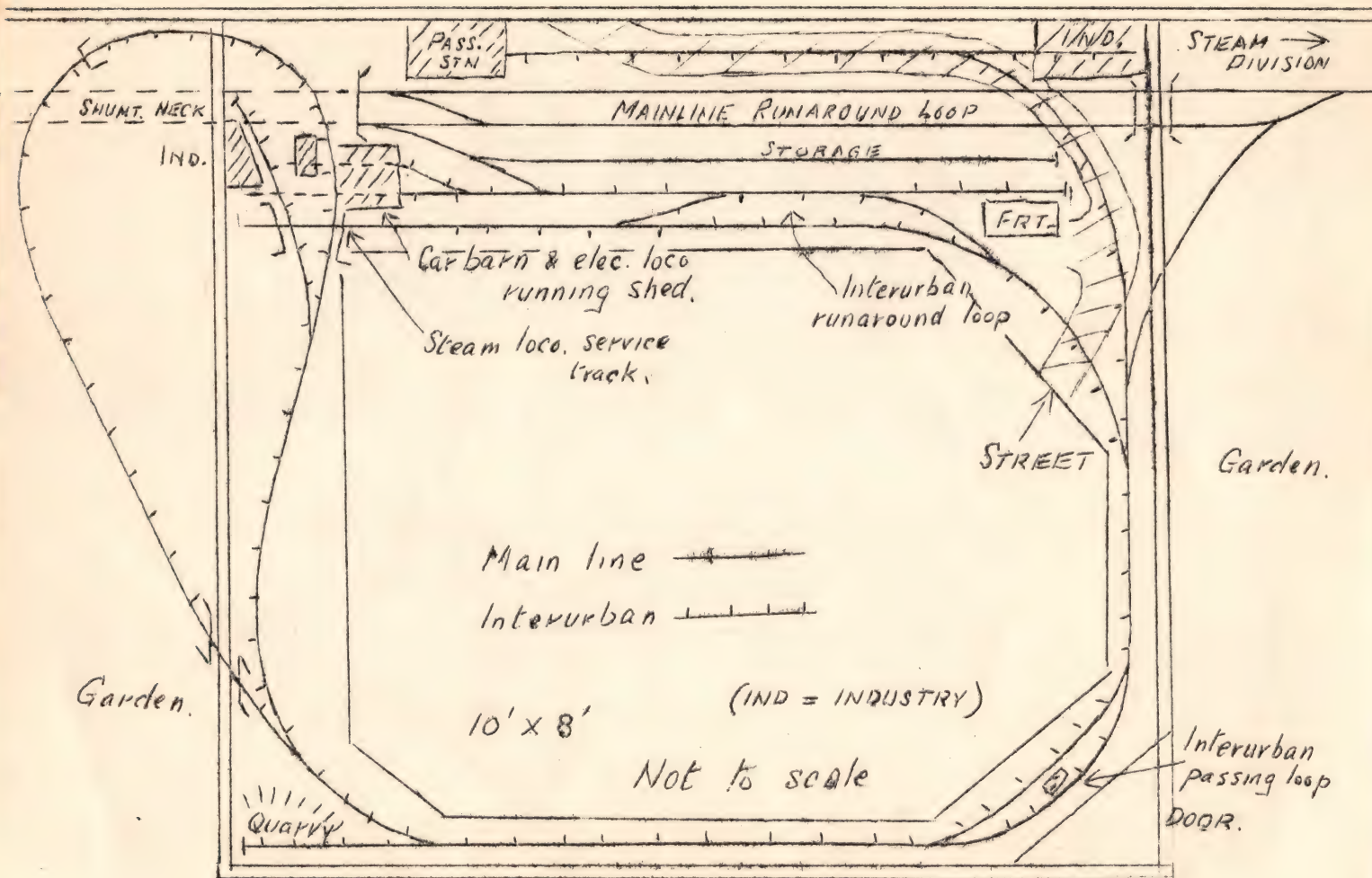
On a recent Public Holiday, two up goods trains and a down goods were sidetracked for a down railmotor and later in the same day, two goods trains occupied almost all siding space so that the two separate up railmotors had to cross the regular down railmotor by using the railmotor siding. Maximum operability, almost certainly!

It has been said that a model railway will remain of interest only as long as it is difficult to operate. Hard words of course, but certainly worth considering. Equally certain is worthwhile study of the real thing, as shown in this article to see how it can be made difficult to operate in a conventional and therefore more convincing manner.

SIMILARITY TABLE.

<u>VICTORIA</u>	<u>N.S.W.</u>	<u>Q'LAND</u>	<u>TAS.</u>
STRATHALLAN	TUMBLONG	FERNY GROVE	RELBIA
KEW	CARLINGFORD	KILCOY	ROLAND
YEA	DUNGOG	LANDSPOROUGH ?	COLEBROOK.





A COMBINED INTERURBAN AND MAINLINE LAYOUT.

This layout was designed by Dick Gutteridge and Ron East-erby for Ron's backyard. So far the hut has been built, but further work is at a standstill owing to examinations.

As well as the layout, the hut contains a lathe, drill press and workbench, so space is at a premium, however, nothing daunted, the co-designers proceeded to fill every nook and cranny with track.

The theme behind the layout is as follows:--
The main station is a change-over point for steam and electric locos on the mainline. To the right of the hut is the steam operated division and to the left is the electric operated division, which leads to a large city. The area adjacent to the station has quite a few scattered industries and the inter-urban layout was built to serve these.

Mainline trains are not very heavy and will not be more than 10' long, so light motive power only will be required for the steam division - the line hopes to buy or build a 4-6-0 or 2-6-0 steam loco and this can be assisted during heavy traffic by 2-6-0's from the connecting Crooked Creek Railway. Heavier trains will be allowed on the electrified section where plans call for 1 or 2 B & B type mainline locos. Both steam and electrified sections end in return loops and run out of doors.

The interurban section will probably be built first as it requires less track. A K.W.R. industrial switcher kit is being converted into an electric type freight motor, with a panto-graph for mainline switching and a trolley pole for interurban work. One or two interurban passenger cars will also be required for this section. Interurban freight trains will be short 3 or 4 cars and a 4 wheel caboose being all that can be accommodated by the passing loops.

Minimum radius on the mainline will be at least 4' except for the Y track, which will be only 3' - but this will be used only by light engines and interurban trains which will be able to take these curves. On the interurban section 3' radius will be used where possible, but in some places smaller

radii are inevitable - these however should present little difficulty.

The railroad is unable to enlarge its yards because of high property values and political pressure and hence storage space is very limited especially for locomotives and freight cars. Passenger trains will not be stored at this station. Obviously efficient and quick servicing and disposal of trains will be required to avoid complete congestion in the yards, and when traffic becomes heavier, as more rolling stock is built or acquired, the operating problems will become even more acute - which of course means more fun for all concerned!!

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LOADING GAUGE PLATFORM CLEARANCES 00.
from RALPH DODSON.

- A = height of awning from platform. 38 mm.
- B = distance of pillar to edge of platform overhang. 24 mm.
- C = Depth of overhang of platform. 5 mm.
- D = Distance between Rail and platform wall.
- E = Height from rail to top edge of platform, 11 mm increase on curve.
- G distance between rails 16.5 mm.

TABLE DATA FOR SIGNAL SOLENOIDS.
from RALPH DODSON.

Wire Size	36.
No. of turns per layer	116.
No. of layers	30.
Total turns	3,250.
Resistance in ohms	50.
Voltage	4 to 6.

SAFETY FIRST.By ERN. MAINKA.

Yes, safety first. We do not want our hobby brought in-to disrepute by people getting electrocuted. Remember that electrical appliances as used by modellers such as transformers, power packs, soldering irons, portable drills, should be earthed.

In other words, the metal casing of the appliance should be connected to the green wire of a 3 core cab tyre flex which is in turn connected to the earth pin of a 3-pin plug. The 3-pin socket outlet in turn should have been properly installed by a licensed electrician. DON'T plug an appliance into a light socket as there is no provision for an earth wire.

For instance, connecting a portable drill to a light socket and standing in an earth situation such as a concrete or brick floor can be very dangerous.

Another thing, fit all leads with an ALL RUBBER 3-pin plug. The bakelite ones break or chip when dropped. Similarly, if using an extension lead a 3-pin female socket will be at one end and to my knowledge these are only made with a bakelite body,^x which cracks and breaks quite easily. Get a roll of insulation tape and wind the lot around the plug and so protect it from the knocking about it is bound to get. And another thing DON'T be a donkey and fit a male plug on EACH end of an extension wire.

Remember SAFETY FIRST.

· _ · _ · _ · _ · _ · _

x All Rubber Extension Sockets are on the market. - Ed.

SLEEPER SIZES.

00 Gauge. Length 32 mm. Thickness varies. Width 3.5 mm.
 Sleeper spacing centre to centre - 10 mm. Sidings 10 mm.
 from Ralph Dodson.

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SOUTHERN STATES RAILWAY.

Part 2. by Ern. Mainka.

(continued from Page 85, August 1954, issue)

Now I suppose you are wondering what sort of operating is going to be done on this layout. Well, we'll have to go back into past history and cook up a story to justify what has been done. So I think I'd better do this first before describing the construction angle of it.

HISTORY. It all started when they were digging holes for uranium in Central Australia. Thousands and thousands of holes were dug and these holes got full of water and caused an underground earth disturbance which pushed an island up out of the sea in Bass Strait.

This was a peculiar shaped island the elevation of which looked something like this.

Eventually, a group of people formed a company to develop the island as a tourist resort, but complications set in as to who owned it.

Victoria and Tasmania wouldn't take on the responsibility, so the Commonwealth Government allowed it to be formed as a new State. Hence the name SOUTHERN STATE.



This made the residents mighty pleased, and the first part to be populated was on the shores, and the port, called BRUCETON, grew to a sizable town. Further around the coast there is a smaller town named ERNBROOK which catered for amusing the idle rich such as bathing, merry-go-rounds, strip-tease acts and other innocent pastimes.

Up to this stage the residents were composed of people whom we will now call the Elite. The reason for this will be seen later.

The story goes that one day an adventurous fellow started to climb up to pinch some coconuts from that tree

you see stuck up on the top. (Coconuts in Bass Strait? sure, it's just as feasible as the rest of this story). But he never got the coconuts, because when he got part of the way up he stopped for a smoke and guess what? He fell into a PORRIDGE QUARRY. (I can write a lot more of this if you can stand it)

Well, to make a short story long he was eventually rescued and in scraping the stuff off him they found that it was a rare and valuable type of porridge. Later it was decided to export the porridge to the mainland.

This caused a panic on the Melbourne Stock Exchange. Shares in Flakies fell to a very low figure and the bottom fell out of the market injuring several people. Then the question of transport came in, a new town named Lornaville had sprung up and transport had to be provided to Bruceton. The automobile interests licked their lips in anticipation of big sales of trucks and buses, but their licking was short-lived. It was found that when the porridge was disturbed, it gave off fumes which caused rubber tyres to disintegrate. The only solution left was a RAILWAY.

Because there were no motor vehicles on the island the inhabitants saved a heck of a lot of money through not having to keep up installments, no insurances, taxes for roads, registrations or petrol to buy. This enabled a private company to be formed to finance the building of a railway on a continuing rising grade from Bruceton to Lornaville with a short branch to Ernbrook.

The rolling stock being cast-offs from the Victorian Railways, was bought for a reasonable price. (The idea of the V.R. casting off rolling stock is the most fantastic thing you've written so far - Ed) The S.S.R. also established workshops to overhaul the vehicles bought in as well as building their own to V.R. pattern.

Now let's see what and how the services are run. Being a small system there are only 2 drivers who also act as signal-men. Ernbrook being only a pleasure place, a passenger service only is required, this being catered for by a railmotor. Refer now to the track plan in the last issue.

The 2 sidings, Secs. 11 & 12, stable 2 railmotors, one of which is a Walker-Deisel for the Ernbrook run and the other railmotor will be a converted P.E. No. 58 which is to be used exclusively for rail-fan tours and will run anywhere on the system. The Walker will depart from the railmotor dock (Sec.13) for Ernbrook. At Ernbrook (Block 7), the single line simply comes to a dead end. The railmotor being double ended doesn't require a runaround or turntable.

Coming to the steam services from Bruceton to Lornaville, refer to the trackplan again, observe there is a 4 stall loco shed, turntable, lead track (Sec 10), to main platform (Sec.5).

An E class tank loco has the job of making up a train before an R class loco backs on. The goods track (Sec.6) acts as a runaround for passenger work. In the re-drawing of the trackplan for publication a few mistakes were made which I will now correct. Section 17 comes to a dead end and does not connect to the mainline at the left also the figures 9 and 11 at top centre of page should be transposed.

The passenger cars are stored on the 2 tracks adjacent to the railmotor sidings. The procedure of making up a passenger train can now be easily traced. On arrival at Lornaville the train draws into the steam platform (Sec 19). The problem now is how to turn the train for the return journey. The procedure is as follows.

The train backs out and is spotted on Sec. 16, loco uncouples runs around and heads for Block 7 tender first and waits. The electric shunter stored on Sec 17 shunts the van and propels the train back into Sec 19 and refuges at Sec 17 again.

The road loco waiting on block 7 draws forward into Block 6 and backs through the sprung points, then runs tender first and backs on to the train at Lornaville and is then ready for the return journey. The goods working is fairly obvious. Section 6 is the goods road with sidings branching off. Section 9 leads to the goods platform while the passenger road (Sec 5) acts as a runaround.

At Lornaville things will be a bit hectic, tying up passenger traffic while shunting around. However the siding

Sec. 18 will be a refuge and goods traffic could be run only during certain hours.

Now back to fantasy (I've had enough of this) ED), keep your shirt on Mr. Editor, I'm spinning this article out to fill up as many pages as possible. Back to fantasy.

It was found that an ordinary open truck was suitable for transporting porridge, so the V.R. "T" truck was adopted, particularly so because there is a fair amount of back loading of brown coal. Brown coal getting mixed up with porridge? Well so far, the porridge hasn't affected the burning qualities of the coal, so all is well. To continue. The Elite of Bruce-ton were starting to get crowded out by the increasing number of workers so a few of them tried living at Lornaville but it was no good. The squealing of the bullswool trees at night was unbearable and that left only one thing to do.

Establish a town on top of the island away from industry and those uncouth porridge shovellers. This they did, and named the village Maytown and anyway the palm tree was useful for shade. They could indulge in their wild parties at Ern-brook during the week while the workers toiled with their pitchforks.

And so a railway was built, again on a continually rising grade from Lornaville to Maytown, but this time they did it in grand style and electrified it for both passenger and goods and they issued a law that no noisy steam or Deisel locos were to enter Maytown. So the passenger service from Lornaville (Sec.20) is provided by 4 car multiple unit train with operating pantographs and catenary. Starting from Sec.20 and via Block 9 it arrives at Maytown platform (Sec.21), and being double ended requires no turntable or runaround. The small goods service is hauled by the electric loco No. 1102 and there is room on 2 sidings at Maytown for a few trucks.

Owing to restricted space, sharp curves couldn't be avoided. The minimum radius is 3 ft. and there have been no difficulties so far. The obvious thing to watch is don't have any rolling stock that won't negotiate a 3 ft. radius curve. Guard rails are used on hazardous parts of the track. Sidings and platforms are such that trains are restricted to a maximum length of 5 ft. Well, there it is fellers, that

ought to be enough to keep a couple of operators busy. Timetables have yet to be worked out. Rolling stock, signalling, scenics and buildings to be completed.

Rolling Stock List.

	Builders or suppliers.
"R" class locomotive	S.S.R.
"A2" " "	"
"E" " "	Leeds/S.S.R.
1102 electric goods loco	S.S.R.
RM2 Walker railcar	"
P.E. converted railcar	"
4 car suburban set (Tait)	"
W passenger coach	"
W van	"
Two W passenger coaches	Richmond Central
Two "I" open trucks	Wombat Hill Rly.
Four "I" " "	S.S.R.
"IZ" open truck	"
"Z" van	"
"Z" " "	V.M.R.S.
"T" " "	"

.....

GIZMOS.

E. Mainka.

It is surprising how some modellers get along in a makeshift way.

The following gadgets, although elementary, save a lot of time.

Fig. 1. Track Gauge.

File it up out of a piece of brass or steel about $\frac{1}{8}$ " x 1" x 3".

- Uses - (A) for checking track gauge $1\frac{1}{4}$ "
- (B) for checking back to back measurements of wheels $1\frac{1}{8}$ ".
- (C) for checking flangeways $5/64$ ".
- (D) for checking height of highest contact stud $1/16$ " above rail level.

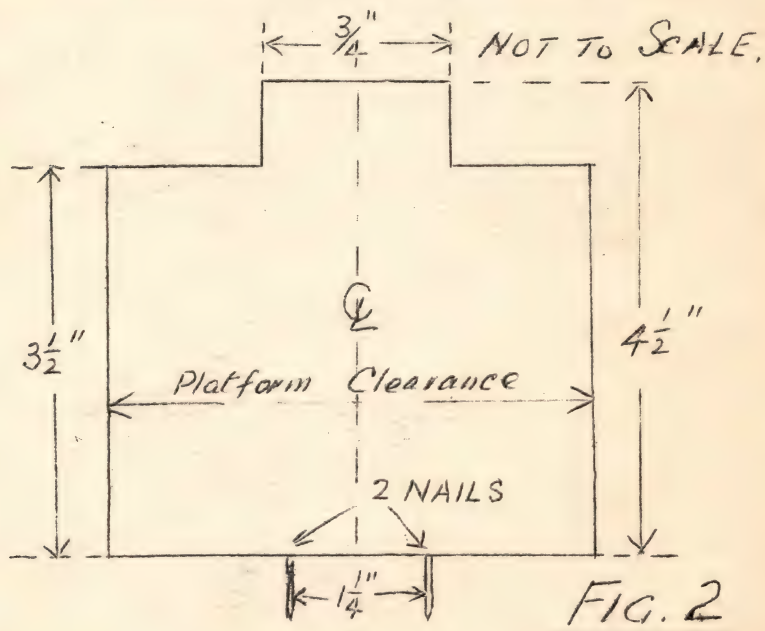
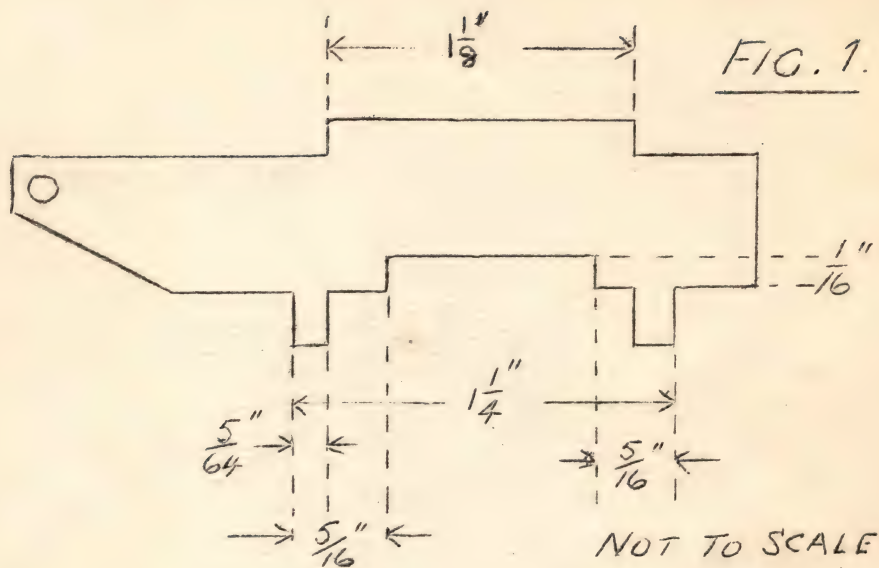


FIG. 3

NOT TO SCALE

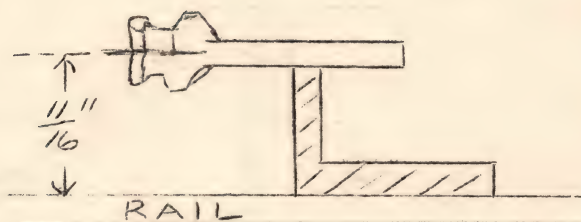


FIG. 4

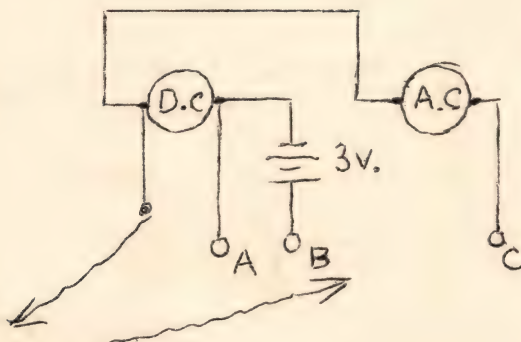
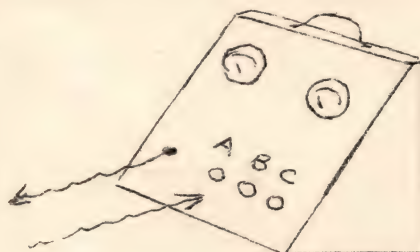


Fig. 2. Clearance Gauge.

Cut out of a piece of wood about $\frac{1}{2}$ " thick.

- Uses - (A) for checking height of contact wire.
 (B) for checking offset of contact wire.
 (C) for checking clearances for platforms.
-

Fig. 3. Coupler gauge.

Solder a knuckle coupler to a piece of angle brass.

Stand this on the track and use as a standard height for all vehicle couplers. Note, the A.M.R.A. standard is 11/16" from rail top to centre of coupler.

Fig. 4. Trouble Shooter.

No matter whether you know a lot or nothing about electricity, you need some sort of tester to find out if the juice is flowing or not.

During the construction of a model railway there are many times when it is necessary to test something.

Parts required -

A D.C. volt meter reading to about 20 volts,

An A.C. Volt meter reading to about 20 volts (obtainable at disposal stores)

A 3 volt torch battery (Large capacity type)

1 banana plug, 3 sockets for same (most radio stores)

1 alligator clip, some insulated flexible wire.

Mount the meters and sockets on a piece of plywood of suitable size. Make a desk shaped box to house the battery and panel.

Wire them up as per diagram. Make up 2 test leads, one of which is bolted to the panel at one end and the alligator clip attached to the other end.

The other test lead has the banana plug attached at one end and the other end has the strands of wire twisted tightly and soldered to a short piece of bare wire to act as a prod or probe.

The last mentioned lead is the wandering lead which plugs into sockets A, B or C according to the test you wish to make.

Plugging into A, you can test for D.C. such as track current, battery voltage and the like.

Plugging into B, gives a continuity test, such as broken wires, short circuits, lamp bulbs. (The battery, by the way, will last for years).

Plugging into C, gives A.C. tests for checking voltages of transformers or detecting low voltage A.C. anywhere.

If your outfit runs entirely on batteries, then you can dispense with the A.C. meter.

FURTHER GEN. ON THE T.R.R.

From Norm. Read.

Thought I'd send along a few more points on the layout that may be of interest on the electrical side.

The voltage used until recent years was 8 volts. All the motors were built for 6 volt and the extra 2 volts for losses through the wiring and contacts. The motors were built from scratch using permags from mag. generators or old speakers and were quite powerful and took about $1\frac{1}{2}$ amps. working good loads.

We had a 4-4-4 loco years ago, which could haul a boy on a 3 wheel tricycle, without extra weight for adhesion. The overhead system was split up into sections using colour light signals. 4 units could operate under their own control the 3rd rail system used upper quadrant signals, these weren't fitted with dashpots, and were therefore rather snappy in action.

The main line section is about 75' in the figure 8, and on the two tracks, 3 trains could run themselves in one direction and 4 in the opposite. So that when a full day was under way - 11 trains could be seen dodging about.

Trains were usually stopped in the stations by rheostats, the sections in between stations were fed from the main control panel through telephone keys, 3 position, one position full current to section, one off, and the other through a rheostat, thereby being able to vary the speed of a train in any section. The signal relays were originally operated by small trip switches operated by the passing

collector shoes.

These switches were made from the switch contacts in the auto dial. The only drawback to this scheme, a fairly long slow freighter could clear the previous signal, which may have been holding a fast moving train, which could then proceed and catch up with the goods and give the Guard a shaking.

However, when the system was changed to 12 volt traction track circuiting was installed, but this has reduced the number of trains, otherwise on the continuous circuit we became track-locked, hence the idea of extensions.

All the electrical gear was built into waterproof shelters and gave the minimum of trouble throughout the years. We are definitely of the opinion, with the necessary care, out-door electrical layouts should be no obstacle to anyone wishing to build one.

WOOD SCREW SIZES.

from Ralph Dodson.

Wood Screw No.	Diameter of Shank under heel in inches.	In mm.
4/0 = 0000	0.054 = 3/64	1.37 mm.
3/0 = 000	0.057	1.44 mm.
2/0 = 00	0.06 = 1/16 approx.	1.5 mm.
0	0.063	1.6 mm.
1	0.066	1.67 mm.
2	0.08 = 5/64 in.	2.0 = 2 mm.
3	0.094 = 3/32 in.	2.3 mm.
4	0.118 = 7/64 in.	2.7 mm.
5	0.112 = 1/8 in.	3.1 = 3 mm.
6	0.136 = 9/64 in.	3.45 = 3.5 mm.
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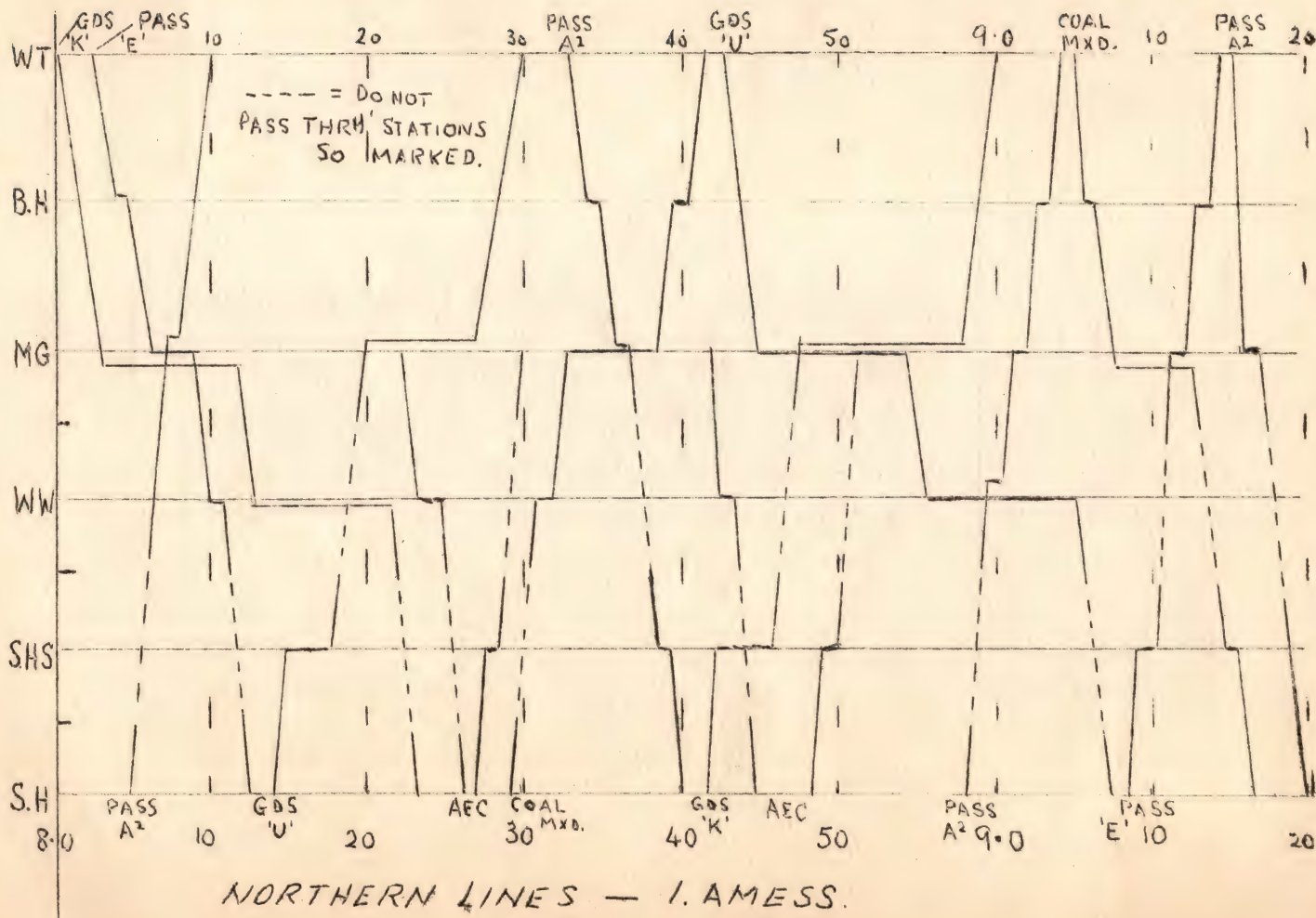
IAN AMESS SENDS ALONG --

A NORTHERN LINES TIME TABLE RUN.

The present W.T.T. is so arranged that Sandhurst, although a terminal station does not have to turn trains around. This is done by means of the loop originating from Middle Gully, on each leg is a station, thus trains are rostered as going to Sandhurst or William Town via one of these stations.

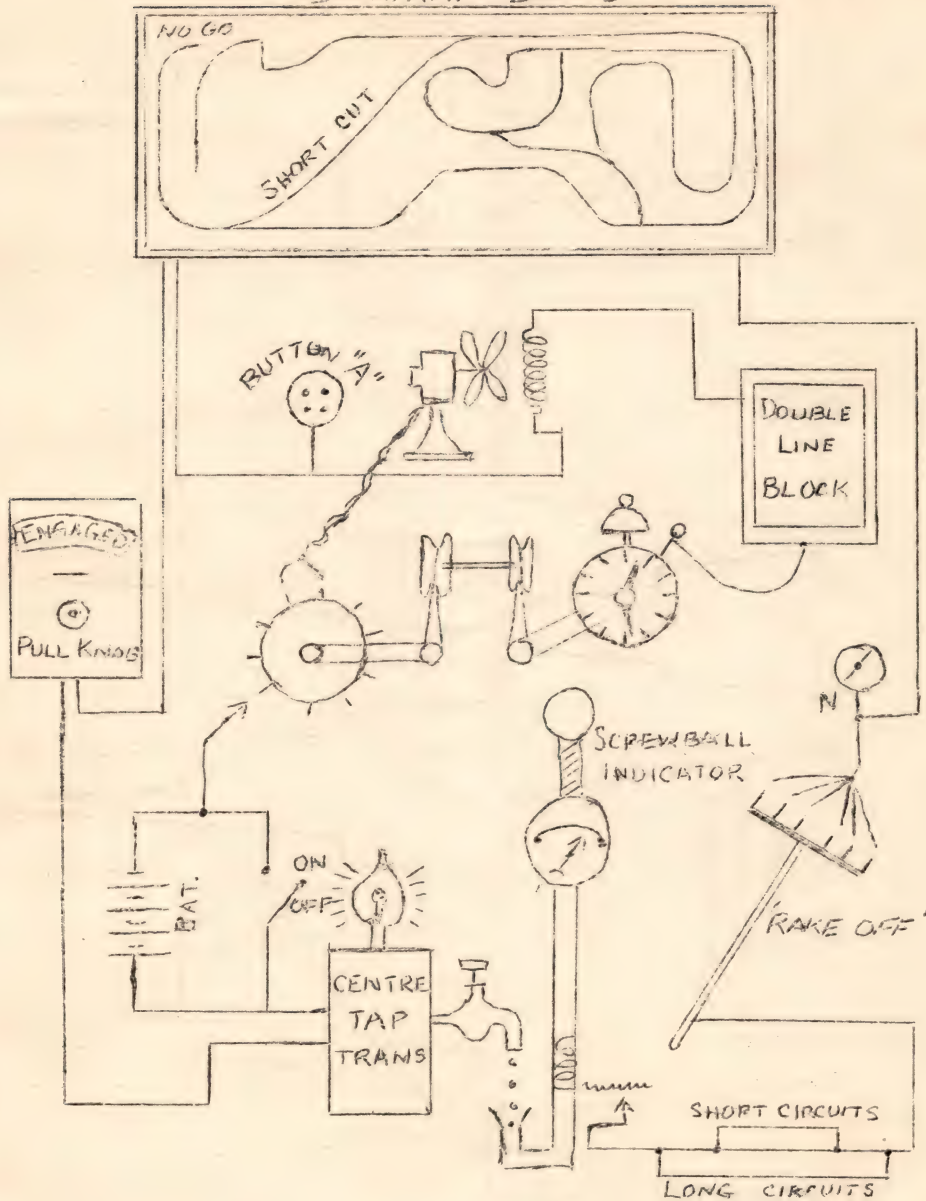
As we arrive at William Town a few minutes before 8, we see the K. class ready on the goods, and at 8 it pulls out with its load of empty T's and U's for the meat works at Middle Gully, several bulk wheat trucks back loading super further up the line, and a couple of other odd trucks. The E 2-4-2 T has now backed on to the all stations Pass, so we hop aboard and leave at 8.03. After a stop at Batman Hill, we arrive at Middle Gully and decide to alight here. The E Pass. is shunted out of the platform onto another track near the K. goods. This is just completed as the A 2 pass. from Sandhurst arrives and soon departs. This is followed by the E Pass. and a little later the K. goods pulls out, having dropped the T's and U's and picked up empty M's.

The next train to arrive is the U 2-6-2 T Goods on No. 2 road with several full cattle trucks for the meat works; 2 minutes later the AEC departs for Wild Woods on an all stations run round the loop. The U shunts its cattle trucks into the siding, picks up any loading for William Town and departs; a few minutes later the AEC returns, runs on to the T.T. and then stored on the T.T. track. Soon afterwards No. 100 heading the coal train from Sandhurst pulls in with No. 4 ABC on the rear end. It shunts one truck of coal off and then waits for the all stations Pass. headed by the A2 and consisting of A and B W's with a CW on the rear, and ABC on the front. (this is a permanent consist) Both trains are soon on their way and we hear the AEC being warmed up for another run round the loop. While it is gone the U goods from William Town arrives followed soon after by the K goods from Sandhurst. While both trains are shunting, the AEC arrives to add to the congestion, and is very smartly put on its siding.



NORTHERN LINES - I. AMESS.

- DIAGRAM BOARD -



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The U has soon dropped its T's and U's picked up empty M's and departs. The K does its bit and also departs; it is just out of sight when the all station A2 Pass. pulls in. Some time later the empty coal train arrives, drops a few passengers from the ABC and moves to No. 2 road to pick up an empty leaving the platform clear for the E pass. to pull in. We return to William Town in this train and as we walk down the platform see the A2 pull out with the express, except for a stop at Middle Gully. A chat to the S.M. at William Town reveals that nearly all the T's and U's together with the G.Y's carrying bulk wheat were shunted onto the dock siding and unloaded direct into barges.

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THE VITAL STATISTIC !

It is estimated that there are 10,000 model railroaders in this country and it was decided to find out why there are so few layouts operating. The following figures will prove startling:---

Number of model railroaders	10,000
Modellers sitting in chairs thinking about getting started	<u>5,250</u>
Number of modellers left to model	4,750
Modellers who have oceans of time to just talk	<u>3,098</u>
Number of modellers left to model	1,652
Modellers who change gauge every fortnight	<u>941</u>
Number of modellers left to model	711
Modellers who visit full size railways measuring firegrates, counting rivets, timing trains to split second, & telling the Commissioners how to run the trains	<u>242</u>
Number of modellers left to model	469

Modellers who start making a super-detailed job but can't finish it because they are waiting for scale thickness paint to be marketed	6
Number of modellers left to model	463
Modellers whose layouts will be finished next year or may be the next	252
Number of modellers left to model	211
Modellers who write piffle like this	210
Number of modellers left to model	1
which is me, so I must start building something next week -- or maybe the next week -----?	

- - - - -

IAN WEICKHARDT RAGES ---

I Hate Cats, They Hate Me - I love Overhead -
They love overhead - (to wreck of course).

The heading of this article, impressive as it is, shows two of my many loves and hates. Yes, overhead certainly is fascinating, and the purpose of this article is to show the beginner, who so much needs this advice, the pitfalls, and also, fortunately, the pleasures that await him.

Chief menace to any garden railway is cats - those confounded animals who take insane delight in wrecking overhead gear. If you would like to have a garden railway, then to make it reasonably safe, take notice of the following:

1. If the railway is off ground level, then try to keep it away from the fences, as the cats will use the tracks as a step up to the fence.
2. If you are to use overhead, use sturdy structures, anchored as by Mr. G. Lormer's methods, so that they will bend before they move from their anchorage. This is so that cats will not knock them over easily in their fights, brawls and other squabbles.

On the subject of garden railways, you should buy R.E. Tutin's book, Garden Railways, in which all safe types

of foundations are discussed. If you can't help having tracks at ground level, you must prepare yourself for one helluva lot of rail wiping! as mud will spatter across the tracks everywhere during rainfall.

When the track is being built, first firmly pin the sleepers on to battens, the sleepers and battens being creosoted well, before laying tracks. Then lay the track, and as you complete a section, give it a good coat of liquid Ormonoid - I didn't use creosoted battens, and I didn't treat the tracks and woodwork with Ormonoid, and after one month, sections of track had to be relaid and correctly treated with Ormonoid. DON'T USE MASONITE or any other substance like it for a track foundation unless you treat it well; I found this out by annoying experiences with the stuff.

Well, as I have since torn up the N.W.R. garden railroad, and relaid tracks and usable sleepers on Burnie-board for a portable indoor system, members can only see by photos the majestic glory of overhead. Overhead looks the best, and is the best, as more chaps than myself can demonstrate. If you can, see if you can get a chance to look at Mr. E. Mainke's layout at Ivanhoe. He has working overhead on his outdoor section - you could see for yourself the possibilities of cat-proof garden railways. TOM CATS! I hate 'em!

MODEL RAILWAY, SPACE REQUIREMENTS AMERICAN STANDARDS.

From Ralph Dodson.

Gauge.	Scale	Min. Radius.	Absolute Min Space.	Recommended Min Space.
H.H.	1.75mm.	12 ins.	27 x 30 ins.	30 x 40 ins.
T.T.	1/10 ins.	18 "	39 x 45 "	45 x 60 "
H.O.	3.5 mm	24 "	52 x 60 "	60 x 80 "
O.O.	4 mm.	30 "	64 x 75 "	75 x 100 "
S.	3/16 ins.	36 "	76 x 90 "	90 x 120 "
O.	1/4" ins.	60 "	126 x 144 "	144 x 192 "

-----oo00oo-----

"REVIEW"

Inter nos et cum grano salis.

by C.E. (Rick) Richardson.

No. 2.

"Tempus fugit!" to air a little more of my vast knowledge of Latin! I'd have sworn it was only three weeks ago that I handed in Review No. 1 to the "printing department" but Jack May is wielding the whip again so here we go, with a drop of "prototype" for a start.

The Victorian Railways "Newsletter" for July 1954 has an excellent two page article on train whistles and horns, with emphasis, of course, on V.R. equipment. One illustration shows the chime whistle of an 'R' class Hudson in full blast, and the typesetter was so overcome by all the references to overtones, major fourths and other things musical, that when he got to the caption for the above referred to picture, he says, in part, "the driver and fireman..... use a separate chord to blow the whistle". - Shades of Emmett and the Far Twittering!

And while on the subject of V.R. doings and misprints! Melbourne "Herald" for Tuesday August 3rd. 1954, made a front page story of V.R. fun and frolics at Fairfield, a Melbourne suburb. A double headed train of 26 loaded coal trucks en route to Australian Paper Mills copied a common model caper by breaking in half on a steep grade. Ten trucks and the two locos bolted down the hill and through closed level crossing gates, thereby scaring the thingummies out of an early morning motorist about to cross the line. The half train wallowed two forty four ton bogie gondolas into action, and they in turn did a two hundred yard dash round a curve to thump an empty four wheeler first through a dead end buffer, then through a concrete wall and finally onto a road fifteen feet below. I imagine all this made quite a noise in the dim dark early hours, but the "Herald" story ran a picture captioned "track torn up by bogeys" Boo! poltergeists?

Paints and Painting, how to do! A problem as old as model building itself, yet as far as I know there is still not a good general text book on the subject of the calibre of, for example, the Ahearn trio on railway model building. Lately I come across a modest booklet which by its title, I thought might be of help. "Painting and Lining Models" tells a lot about the formulation of paints and varnishes, but almost forgets to tell us how to paint and line models. A fair analogy being a treatise on the manufacture of jewellery going into great detail on how to mine diamonds and gold. On page 42 of a 62 pager the author of "Painting and Lining Models" finally gets to one of his title subjects, - painting. We get ten pages of general information and that's the ration for that. On page 56, we get 60 words on three materials to use in lining a model, and page 58 gives a paragraph on how to line. Then, you've had it, chum! The author is obviously a man of considerable technical and practical experience, but he does not seem to quite make the grade in passing his knowledge on to blokes as simple minded as me. Having read the book, I now know about paint, but I'm not much wiser regarding painting and lining!

Melbourne architect and Marklin enthusiast, Herb. Tisher was in the news. "Herald" for July 30th. 1954 ran a picture and description of proposed swishy new £50,000 Cranbourne Golf Clubhouse, designed by Herb. S'pose we can place Herbert in the "progressive modern" school of thought as regards his architectural exercises, and this example of his work is no exception, with its unusual four radiating wings. The "Herald" pic shows a large $\frac{1}{2}$ " scale model of the structure built by this fellow Tisher and his staff, at very short notice, so he tells me, and a very nice job it looks too. But Herbert, me boy, oh no! not while I'm writing Review. -- Front facade of model sports two flagstaffs complete with weenie little flags. O.K! But, the flags are flying in opposite directions. Gee! Herb! pass the phenobarb!

Padre Tomlinson, up in Brisbane, is still quietly working away at his 'H O' layout. His Baldwin Diesel Electric "stinker" is said to be a very fine runner indeed. Frank Kelly, an HO gauger who has to a great extent been

specialising in the construction of beautifully detailed "period" V.T. locos, was recently in the throes of committing the HO crime of crimes. He's built a period loco alright, but it's 'O' gauge. Just to see what 'O' gauge is like, he says, though the model, a $\frac{1}{4}$ " scale V.R. 4-4-0 replete with backhead details and six wheeled tender hides a Romford HO motor in its bread basket.

And then there's Dave Gross down at Sandringham. At one stage, as briefly reported in the Journal some two years ago, Dave was seriously contemplating the possibility of changing gauge without changing gauge. From "standard gauge" 'HO' to 2'6" in $\frac{1}{4}$ " scale. Then Russ Siddall stepped in, told Dave he'd be a clot to change an existing and successfully operating layout, so Dave, not wanting to be a clot, stayed with HO. Now he has sold his quite famous layout, (that's part of it on the Pacemaker Catalogue cover) to Russ Blake, with the intention of starting a new but smaller layout when he gets everything organised in his new milk bar "The Oasis" in Bluff Road (near Bay Road). I wonder if this proposed new railway will be slim gauge. And I wonder if a bloke was to proffer his A.M.R.A. membership card at the counter whether, he'd get an extra dip of malt or something!

The Richardson luck held out! I survived that visit to my model railroading dentist for the very simple reason that up until the time I had my appointment Geoff hadn't received his copy of the Journal. As it turned out I didn't need any excavations excavated, but would this have been the case a day or so later?

On Friday morning, August the thirteenth of this year, I turned another leaf of my desk calendar and in tiny letters at the foot of the page was the bald statement "George Stephenson Railway Engineer, Died (1848)". I dare say the old boy only vaguely realized what he was starting when he began playing with trains. Whatever visions splendid his mind conjured up, we can safely bet he didn't dream that one day hundreds of thousands of men the world over would spend their leisure time building and operating models of the eventual development of his schemes and ideas.

We can't blame him for this shortsightedness, because nobody told him about twelve volts and, nobody sent him a set of A.M.R.A. Standards! Now if one Ivan Dunlop had been born 150 years earlier -----

Steve Suggit had reason to send me some info. so jotted it down on a postcard, which displayed on its front face a tasty picture of Noosa Heads, which is somewhere in Queensland. Noosa Heads appears to be a lot of coastline, a lot of sea-water, a lot of trees, a few houses, and a road. I've searched and searched but still can't find anything connected with railways, so I give up, where is it, Steve?

Talking of postal doings, have you noticed A.M.R.A. are mailing some of their more official communications in window envelopes. Very frightfully business like, but likewise very frightfully un-nerving for account conscious souls like me who always expect to find in this type of envelope just another utterly final final notice, from just another irate creditor. And now A.M.R.A. have gone a step further and had printed, pretty blue envelopes with the blah in the bottom left about returning if unclaimed to blah blah. I suppose next thing will be a new car for Secretary Dunlop, and a new gavel or something for President Lormer. Presidents of course get the lot always, look what I got out of it!

Before joining the RAAF for six years medical orderlying Douglas McFadden paid a farewell visit and presented me with a large lump of mulga wood in the raw. (The wood, not McFadden thank heavens!) First time I had seen dinkum mulga without an eighth inch thick coating of varnish, but I'm still not sure what inference to draw from the gift. Doug could be innocent, but knowing the fellow I consider this doubtful. In any event we may yet hear of some astounded M.O. receiving his newly sterilized boil corer on a McFadden flat car, $\frac{1}{2}$ " scale!

Ha! likewise ahem and coff coff. I've been waiting patiently for information like this for months. She! - boys, She! - is painted and polished and she stands on two feet. She's as pretty as a picture, with the neatest front end imaginable. The lady is nice, yum yum! and her name is

Susana and Claude Henderson loves her and I don't blame him. But Claude's already got a wife and wife Jean is going to type this. The fellow must be a dog, such a nice girl Jean is, even if she does have crook fires -----

Ray (Gunsmith) Pearson ought to watch where he leaves his tie - and Bryan McClure is beginning to just love chicory. Jim Scott appears quietly from the mysterious mists of Montrose at odd intervals, purchases some more O gauge equipment and disappears again - Why? Jack May and Jack Fidoe joined forces to play Mahommed at the Electrical Industries Fair. Stirring a broth of cowhair felt and newspapers and sticks they conjured up a mountain of monumental proportions, but even so, our indefatigable Editor found time to have a slight St. George like joust with borers in the trackbed supports.

Ern Raddatz, long time A.M.R.A. member was, at last inspection a two striper in the RAAF. We bid him a farewell some weeks ago on his posting to East Sale, yet last address check at Federal Committee, blow me if he isn't in Darwin. It's hardly any distance from Darwin to Cairns, so Ern and George Gilmore will quite likely form a sub-branch up there, though there's a bit of discussion as to the actual town to have the honour. Jim Fainges, just a little way south in Brisbane, is talking in terms of a BB $18\frac{1}{4}$ in On $3\frac{1}{2}$. Translated from the algebraic this means Jim has been bitten by the narrow gauge bug. Seeing as he spends much time photographing other fellows models (railroad) and thusly is in great demand, it's a moot point whether the bug is likely to die of malnutrition. Never mind, Jim, console yourself with the thought that at least you can partake of the earbash and grog sessions of the Queensland Branch - not like George Gilmore, the bloke starting a sub-branch with Ern Raddatz, (at Daly Waters was it?) George just has to keep his mind occupied somehow, seeing as he's stuck up in Cairns, so he is busily refitting all his 'O' gauge stock with "Fleet" auto couplers. Which just goes to show that Ernie Mainka's fractured jawbone was all for the good of the hobby.

About that lovely Rivarossi Atlantic loco that was in Melbourne three months ago! I'm told it hit the deck, but hard. In other words, someone dropped it. Oh! my achin' heart, at about sixteen quidlets a throw too. Ross McDonald is tough like all the legal legion, even three constitutions couldn't lure him, ah well, there's always Jack McLean, who is reported as confiding that he needs a modicum more of insultation before laying his money on the dotted. I must remember this, especially as he still runs timetables in the roof, and refuses to learn to solder. Bill (Pacemaker) Gardner came to Melbourne to see the V.R. centenary show. We talked by phone for fifteen seconds at some unearthly hour of the morning and arranged a second phone call to arrange a meet to have a yarn but ----- shucks! Bill zipped back to Albury again! Next time he ventures forth some of you guys get in behind him and cut off his retreat! Derail "the Spirit", it's worked by diesel now so you can wreck that with my blessing! A.M.R.A. has got more than one architect (See last Review comment on Herb Tisher) Ian Ashton is another architectural rep. in our ranks.

All N.S.W. members please note! David Ellis at 1 Tryon Avenue, Chatswood, N.S.W. is now on the job as official Publicity Officer with regard to the formation of a N.S.W. Branch of A.M.R.A. He'll be a very busy man so will you help out by contacting him, tell him where you are, and when you could get to an inaugural session?

Harry Harley is wearing a smug look of happy anticipation. Why? Well, this father of Queensland model railways will soon be getting to work on an operating layout of his own again after being layoutless for some years. All this because Harry has been a busy little boy and got himself a new workshop and railway room. In 'tween times a Baldwin C 16 2-8-0 of the type that operated Q.R. freight trains way back before the 1914-18 stoush is a-building. These machines were examples of typical American practise of the times, ornately handsome, with hefty multi windowed cabs and all.

From the sublime to dam silly! Neatly lettered on the cabin back of a truck owned by a well known interstate road

haulier. "Unauthorised persons are absolutely forbidden to ride on this vehicle, and do so at their own risk"! O.K! so it's nothing to do with railways or A.M.R.A! Try this one for size! Acquaintance recently returned from the land of Dollars was overwhelmed by the high pressure salesmanship he encountered everywhere. The "best" of thousands of signs he saw in Yankeeland was a huge neon affair over the parlors of a firm selling "everlasting caskets" (coffins) The blinker read "Do you realize your best friend may be suffering from seepage"?

O.K. O.K, quit grizzling, I've had my fling so back to railways! Have you seen "Kansas Pacific"? Not bad if you like trains -- Hollywood style! though as is usual in railway films the train (s) (same one mostly) gets blown up several times. Plenty of bang bang and punch punch and according to the film the building of the K.P.R. was the root cause of the American Civil War which we found a bit hard to digest. The film is in colour and apart from the usual boners regarding air brakes and auto knuckles, they tossed in one new one for the enthusiasts. A field gun of roughly the dimensions of an Aussie 25 pounder just sitting on a flat car and merrily blazing away at the baddies who were, of course, at right angles to the track. (We didn't get a look at the remarkable bit of mechanism that apparently swallowed the recoil) but it's all good clean fun with gentle luv winning in the setting sun ---

President Geoff Lormer's taken to journalism good and proper. For a whole week Melbourne "Sun" ran a series of articles from his pen, starting off with "Model Trains can be Fun". Written for "Young Sun" section of this newspaper the series was aimed at the younger fry, and shortly after completion Geoff received his first fan mail. A fellow writing to ask if Mr. Lormer could please tell him how to build a model railway or somesuch simple query! One curious thing, the first article carried an illustration, without caption, of a model loco, a beauty, probably a live steamer in a large scale, I should think. But my eyes must be finally cracking up, for the engine seems to have about every conceivable detail imaginable fitted to it ----

except a stack, of all things. Any explanation Geoffrey?

A para. all to himself for Queenslander Norm. Neville, a welcome guest at last meet of A.M.R.A. Queensland Branch. To the assembled boys he outlined his ON $3\frac{1}{2}$ gauge mechanism, which will be on sale soon. He already has a DD 17 4 - 6 -4 T fitted with a "prototype" of the mech, and reports say the engine runs as good as it looks. So a bouquet to Norm, who will, with this mechanism, give ON $3\frac{1}{2}$ gauge a decided boost in Queensland. Hope to see details of the mechanism in the Buyers' Guide in the near future, you Queenslanders!

As advertised in previous Review! Magic! not black any more, but brown! Treasurer Levy's Little Brown (nee black) Box -- A little mood music please, and we'll picture the scene! A.M.R.A. Federal Committee of Management in session, with the relaxed and friendly faces of the dozen or so gentlemen who control our associated destinies floating in the smoke haze. President Lormer idly flicks his cigarette ash into a handily snoring oral maw of the nearest committeeman. Secretary Dunlop whiffles on about this and that as he wades knee deep through reams of correspondence, (inwards). Over in a corner Vice Houston scratches himself and resumes musing about the next car trial he's going to get lost in. Assistant Sec. Rattray counts all his new thumbs again and three committee men (elected) turn over! Admiral Levy doodles a cabin cruiser and plans the regatta he'll regat one day. One committeeman (appointed) plays a silently intent game of think of a number, the fire settles in the grate and with a sighing groan somebody over here slides off his chair and remains recumbently slumbering under the Presidential rostrum. President Lormer idly flicks more ash and considers what he could do with a gavel -----

Secretary Dunlop ceases whiffing and struggles to pack the correspondence (inwards) back into a beer crate. A committeeman (elected wakes up and moves, something or other and ----- Well, have you pictured this happy scene of near parliamentary bliss? Get a hold of yourselves, readers, we're coming to the tense part now, as President Lormer butts his cigarette in the still sleeping committeemans ear, peruses

the agenda, then announces "next business - accounts"! Immediate stirring of sleepers, Admiral Levy becomes Treasurer Levy, shoots cuffs, touches Little Brown Box fondly, effect being electrifying as committee to a man leap to action stations, faces tensed, ears attuned and flapping, palms quivering. Treasurer Levy opens Little Brown Box and whoosh! it assumes vast proportions, bells ring, gongs gong, lights flash, index cards (pink) do two plain and one purl with index cards (blue) and all unfinancial A.M.R.A. boys shudder wherever they may be. The fire in the grate recovers money clatters in the pocket and Treasurer Levy, eyes glowing, intones through the incense that as at 6 p.m. this day the financial position of the Association is 'blah blah, with renewals blip and new members subs blah bligh, with petty cash on hand bligh blah and that the final analyses gentleman is blip bloh, bloch blah and fourpence ha'penny---silence!

The clock ticks, the fire flares, the incense drifts. A distant V.R. loco wails, a mesmerised committee sees Treasurer Levy brace his torso to the table. President Lormer scans the assembled faces and commences to intone the fateful sentence, "if the gentlemen of the Committee will form up in seven queues to the left of the Treasurer, he will be pleased to pay any petty cash accounts now outstan-----!!!!!!!" (crash of bodies)

A long suffering wife is clearing away the stains of a Federal Committee Meeting. Amongst the litter of crusts, broken cups, form guides, bottle tops, track plans, cigar butts (with pins) '00' wheels, torn Model Railroaders, three letters from fete organisers wanting display model railways (free) a gents sock (with suspender) and the remains of Editor May's file containing parts of Review (still readable under the blue pencil) the L.S.W. finds and curiously examines a small brown disk, - a New Zealand halfpenny. A distant V.R. loco wails and miles away Admiral Treasurer Levy worries into a new day, as he contemplates a set of A.M.R.A. books that just wont balance, because he's a halfpenny "out" You have just read an, eye witness-factual description ... ah! wot's wrong with youse mugs, if I criticise you don't like it -- If sufficient haters of

Review write in an object, I propose to publish next issue another eye witnesses "I was there" story of the time President Geoffrey W. Lormer cast the A.M.R.A. Constitution off the deep end of St. Kilda Pier. Want to read it, or couldn't you stand any more?

Remember Bob Dolley? Used to be a Victorian A.M.R.A. member, but he's gravitated to Brisbane, and found to his surprise, that there's stacks of activity in the model railway world up there. Bob took some of his O gauge stock along to a Queensland Branch bunfight, just to show the locals that an ex Victorian can put fine detailing on rolling stock, too. That'll quieten those banana boys!

Although I don't wish to belabour the subject of Pace-maker again after expending so many words on them in the previous Review, I feel a further comment is in order, if for no other reason than fairness to that firm and manager Bill Gardner. I recently received a very long and friendly letter from Bill regarding the broader aspects of my criticism, and although the letter was written to me as a private individual I'm taking the liberty of publishing excerpts which I think would be of interest to many. Early in his letter Bill writes and I quote:

"You are under some misunderstanding regarding the Diary. It is not issued as a public document, and you can't just send 10/- and subscribe to the F.P.S. The requirements are:- You are a customer of at least twelve months standing who we know quite well, and whose beliefs and ours lie along somewhat parallel lines. We had waived this in the earlier part of the year, but your points bring it home that this should not have been done. Decision had been taken a while back to rectify this, and we'll see to it pronto."

I therefore stand corrected, though I don't think Pace-maker make their reservation clear in their literature. Further on in the letter comes the pertinent comment which I have precised for brevity!

"I suppose members of Associations are divided into those who take no interest and some who take too much. We've

probably been too interestedbeing as we are a very small unit in the Aussie model railway picture, I thought you'd (A.M.R.A) consider anything we had to say as a very small pinprick I regard Pacemaker at this stage.....as a very minor unit when compared with the great number of much bigger hobby shops and the influence they must exert!.....

Herewith is the latest Pacemaker Bulletin which is a public document and the remarks therein regarding A.M.R.A. are set up for all to see and to read and any comment therein by you or anybody else is quite O.K. by us!.....

During the course of your broadside, you remarked that we had made a certain offer to the A.M.R.A. following a couple of slaps, and (you) indicated that (the offer) didn't over-ride the slaps. In view of the broadside.....would (it) be generally considered....(that) the offer arose as a result?"

Considering the last paragraph first, even though I have massacred it for brevity you can see what the letter is driving at. So I must make it clear that Pacemaker made their unsolicited offer of direct help to A.M.R.A. about the time I was writing the previous Review, and in fact had no knowledge of the criticism until weeks later, the same as any other recipient of the Journal. As to what is happening at the present time about this "offer" I don't quite know. Perhaps the Federal Secretary might mention it in his next report.

Now back to the paragraph regarding the Pacemaker Bulletin and public comment on its content. I'm inclined to take this as inferring that I was a bit out of order in discussing the written comments in other Pacemaker publications, as these other publications are, so I was told, not "public" in the accepted sense of the word. Well, as far as I'm concerned, as soon as copies of even a hand written letter are sent to more than one person, the contents can promptly be considered "public". The fact that Pacemaker reserve their "Diary" for a selected number of individuals doesn't make it a secret document, nor even a private one.

Now let's consider this sentence in the previously quoted paragraph "I regard Pacemaker at this stage as a minor unit compared with bigger hobby shops and the influence they must exert". As far as I know the only other hobby shop that exerts any appreciable influence on model railways in Australia is 'O' Gauge house in Sydney, and their activities seem to be confined mainly to Sydney or at least N.S.W. In point of fact I've never seen an 'O' Gauge House loco "in the flesh" though I've heard some pretty glowing reports about them.

In my opinion Pacemaker has already had, and if they stay in the business, will have, an increasing effect on the model railway hobby in Australia simply because they cater for a very definite class or group of modellers, much as 'O' Gauge House do in their field. One curious thing I've noticed from my rather distant observations of this setup is that the average Pacemaker customer doesn't seem to belong to any other organisation or club, and if we couple this with the fact that the firm publishes a great deal of material, it's easy to see how a definite type or style of model railway modelling could develop, and in fact, within the confines of their regular customers, is already in process of developing. In this regard never forget that anything printed and sent to an individual rarely ends up merely as a private document of the individual recipient. Depending on its content matter he shows it to and discusses it with his particular friends, who may take a loan of it and so on! The A.M.R.A. Journal is posted to some 160 or so members, but I wager more like 350 people read at least parts of it. If I wrote here that the American N.M.R.A. set-up was a hopeless hoax and that their Standards were based on flagrant misrepresentation of facts to suit American manufacturers. And then added that their office bearers were generally corrupt, guilty of gross malpractices at polling time, and in between times used the considerable funds of that Association for their own use (please! fellows, please! I only said "if") If I wrote all that in apparent sincerity, despite the fact that we are separated by several thousand miles of water and no individual American member of N.M.R.A. belongs to A.M.R.A. and receives A.M.R.A. literature, how long would it be before

a certain Mr. Robert Bast became very interested in the contents of the A.M.R.A. Journal? And he wouldn't be told by smoke signals, either! News may travel fast, but the written black and white lasts longest, so Pacemaker by reason of its proportionately large output of printed material, gets its "line" -- its ideas --good or indifferent into a lot of Australia's model railway territory.

P.A.R.M is dead! up with A.P.A.R.M.! What's that? I'm not sure, but I think it's a kind of Pacemaker cum A.M.R.A. cum N.M.R.A. cum Private Modeller cuddle me tight. It might work at that, and if it catches on it will cost you five shillings or so a year, and might be worth it. And if it doesn't, you don't pay your dough, and nobody is any worse off, except perhaps Pacemaker. I've filled in me little form, and if you'd like to do likewise write to Pacemaker or (in Victoria) Mr. E.R. Wootton, 6 Omar Street, Maidstone. W.10. Vic.

Clive McTaggart, up in Brisbane! He's still burning his fingers with castings, but perlease! perlease! Clive, make some bits so's the boys can buy 'em. The same boys reckon they are just about fresh out of patience waiting for blueprints of the "Sunlander", while Clive dashes around showing all and sundry his latest loves, to whit, Q.R. C.L.F. Louvre van sides in both ON $3\frac{1}{2}$ and SN $3\frac{1}{2}$. These are I'm told very fine products, but you can't buy 'em. No sir! not for any money, not for a long time. Why? Well I'm way down here in Melbourne, but rumours keep trickling in that Clive makes lovely samples just to send the local boys droolingly barmy, definitely a sadist type! There could be two sides to this, so how about a shirty letter on the subject Clive? (P.S. I'm neutral on this one!)

These 'ere Queenslanders. As previously reported in last Review they had acquired an "infernal machine" a wondrous contraption that dispenses good cheer in some mysterious manner. This is so popular that it has become necessary to add a "pitot tube" to the machine. Could any ex aircrew blokes please explain?

Gordon Parker, of 19 Clare Street, Rocklea, Queensland is compiling an album of photographs of models for the edification of the Queensland Branch, a sort of "see what the other bloke is doing" book. If you've an odd print or two of your models, Gordon will be happy to receive them, with relevant data for inclusion in the tome.

Doc. Harold went beachcombing after a recent cyclone (this is in Queensland, mugs, it only rains in Melbourne!) Anyway the Doc arrived home with a whacking great load of sponges and after the Doc and the sponges had been de-smelled and both the Doc and the sponges had been dyed various shades of green, yellow, red etc., the sponges were fitted with "trunks" and -- presto, fine looking trees! No! the Doc doesn't look like a tree, despite the, er, dye!

Jim Feinges, still fitting working windows in a Yank type coach, but nobody is ever allowed to work 'em. (Not that I blame him) Ron Binyer has been having lots of fun with lots of wheels. He's doing a mighty job two railing a Marklin 2-10-0 for a friend. What a friend is Ron! That bloke Gordon Parker that started all this Queensland stuff (no! no! he doesn't supply Review material) We mean he "started" Queensland prototype in Brisbane. Well, that bloke has finally finished a Q.R. BB 18 $\frac{1}{2}$ Pacific. It chuffs smoke, it looks good, in fact it looks like a good old BB. Know what? it runs, too, like the proverbial watch! So busy with all this the poor fellow missed out on the first official "ration". Aw gee!

Edgar Snowden keeps on talking about C 19's and transition curves on his HO N 3 $\frac{1}{2}$ railway which at time of writing, he's about ready to begin. But Edgar, unlike Gordon Parker, didn't miss out on the ration - No sir! Edgar dished out two to one and seeing as he was the "disher" ... well.! And Dave Wissler has been raising blisters on his hands concreting the floor of his workshop and railway room, preparatory to starting construction on his SN 3 $\frac{1}{2}$ road! That's right, another Q.R. prototype line!

Oh yes! Edgar Snowden! the two for one dealer! We mentioned him a line or two ago, but I nearly forgot to also mention that Edgar is, by popular vote, present king of the

"armchair dept." I wonder what that could mean, but that's what the letter says, so that's what I have to write. Perhaps it's something to do with those transition curves....

We in Victoria or some of us, saw a few of Doc. Steve Suggitts fine models when he was in town recently. The Q.R. Cooper Bessemer type diesel electric, his latest completed loco, is a honey of a model, with "time and patience" indelibly written all over it. (Figuratively speaking of course) The loco has since had a "shake down" turn on Doc Harold's "Great Eastern" system, and to use a well known medical term, it ran "as well as could be expected." Which in this case doesn't mean what it seems at first glance. Steve's equipment always runs beautifully! And now, of all things, the man has started construction of a model Q.R. Beyer Garratt 4-8-4 plus 4-8-4. Blimey, think of all that valve gear!

Queensland Branch gathered round their "bomb" at their last meeting, pressing so close the two meds, in their midst had to order them all back to give the "patient" sufficient air. (So that's why it needs a "pitot tube") Anyway this all took place at Arthur Harold's domicile at New Farm, where in between polishing off the good things provided by Mrs. Harold, and attending to the necessary transfusions, they watched $2\frac{1}{2}$ hours of solid operation on Doc Harold's 'OO' railway, with only one derailment in all that time. This latter was caused by a "giant" bumping a loco running light, so doesn't count in the score sheet. Arthur has just completed a 2-4-2 Great Eastern tank, finished in the fair dinkum stuff, the paint having been supplied from the old G.E. shops themselves. You'll never guess, but this railway is modelled on Great Eastern prototype. Amazing!

Gordon Parker is a fellow after me own heart. He's just freelanced a loco, amongst all this prototypical modelling. The engine is a 4-8-2 built to Q.R. standards, and is alleged to look very much like an overgrown BB 18 $\frac{1}{2}$. Coupled to a "true" BB 18 $\frac{1}{2}$ and double heading a train they are a very smart pair indeed. And Ron Binyer has successfully trial run his DD 17 4-6-4 T, built to 3/16" scale for Ron's

SN 3 $\frac{1}{2}$ line. I'm told Ron is doing quite a job punching out coach sides for the local boys, want some interstate orders Ron?

The inhabitants of the Journal editorial sanctum are reported as lying stunned! Couldn't take the shock of learning that at least some A.M.R.A. members can write! Although Editor May is still, at time of writing, prostrated, some of the boys rallied together and managed to get into print the new section "Letters to the Editor", so you can all see how this has suddenly grown from dogged silence to several pages. I can't imagine why!

That pair of twin brothers, one in Brighton, one in South Yarra! Don't take any notice of either of 'em, one is worried about being examined, (I don't blame him) the other is beside himself, (that makes three brothers) over an impending wedding, making four in all, a most unsuitable distribution. This, then is more Bafflegab, in true wordy style, Public Servant, for the usage (common) of, to further confuse the twin boys (and the bride) new, blushing, (nearly) who is beside herself also because she's now not too certain who to marry (of the three!)

And the Scottish odery fellow who is so keen on some little known brand of pink gin, he uses It's brand name as a non. de. plume. Hallucinations he has, not surprisingly! Imagines he hears the Rome Express in the basement, poor fellow! I'm endeavouring to arrange a Swiss yodelling night with Gin at one end and Herb Tisher the other end of the Simplon Tunnel. Dick Gutteridge will be stationed on his soap box at the mathematical centre of the tunnel, to adjudicate. At a suitably dark safety bay in the tunnel, which Richard must pass to reach his soap box, I shall station Graham Watsford with his large can of boiling oil (SAE 30) I shall loan Dick my Review notebook ostensibly in which to mark the scores, and I shall loan him my hat and coat, because it's likely to be cold in the tunnel for a while!!!!!!and as Dick goes mooching through the tunnel, muttering two rail incantations, and wearing my coat and hat (6 $\frac{1}{2}$ ") and draws level with Graham with his can of boiling oil, and Graham sees the coat and hat and the Review notebook - - - - - very clever, eh?

Ah yes! Bob Lamble, who does not like model railway politics! Offensive retaliation! foolish! unnecessary! What have I brung on my swiftly balding head? Good on you Bob. Without so much as a small sneer from Review you've done what I hoped several others would do, but didn't.

The Journal tried waiting for interest from members. Deep silence, no letters! Then the Journal tried pleading for interest from members. Deep silence, less letters! The Journal "staff" tried personal approaches to various members, which merely resulted in a few articles, and a letter or two, but usually the same old gang had to come to the rescue. Then the Journal tried Review with calculated insults for all look what we got for a first try! Several newcomers to its pages! Although several other insulted souls got hot under the collar (the grapevine you know!) then simmered down and did nothing, worse luck! But whacko, we got Bob, who writes the first letter with some meaty stuff in it.

But Bob! I'm chuckling to myself, for you've written an unconscious bit of "humour" in your letter where you say "if they (A.M.R.A. members) feel strongly enough about a certain topic then they will certainly let you know about it"... To talk with any of the former Journal editors or the present one, A.M.R.A. members never feel anything (even vaguely) about anything. A.M.R.A. members, taken as a whole, didn't learn to write, as far as I can find out. And as far as I'm concerned I agree with Bill Gardner who wrote in his Pacemaker Bulletin once to the effect that Australians were not "joiners of organisations" and if by some mischance they did join something, they never seemed to know or care what was happening to the organisation of which they were supposed to be a part. This pretty lucid bit of deduction by Bill has since been established as a fact by research workers at Melbourne University in results published only a week or two ago.

Well, I'm so overcome with joy at Bob Lamble's letter that I'm not going to argue with him, though I could, I think, so let's see if any other member tucked

away somewhere will argue, (or agree) with Bob. But perhaps I should point out that nobody has given me sole right "to criticise the Committee and outside organisations" Anyone else, including Bill Gardner will be quite joyfully welcomed and given space to air their views, contentious or otherwise, short or long, if the letter is written directly for publication and Review is, after all, just what Bob Lamble claims part of the Journal content should be. Merely a letter, admittedly a long one, stating, amongst other things, my opinions on contentious subjects. I can't resist this pick at the letter! How are "members as a whole" going to criticise or comment on anything at all when (A) they rarely meet, and (B) even if they met every night they are, collectively, (judged on performance to date) completely clueless and apparently incapable of any sustained thought and action. Them's fightin' words aren't they? ... but! Offensive retaliation! Foolish! etc are lovely lovely words, good on you, Bob Lamble!

Had a bit of luck when I picked Louis ~~La~~ last time. Just a shot in the dark and it brought handsome results in the shape of his newsy "progress report" the contents of which I commend to some of you fellows just making a model railway start. 25' x 12' is a mighty lot of space for HO in this country, so we'll be interested in progress Louis, and many thanks for your letter. (Gotta be polite to this fellow, 15 stone, no less!) Regarding the painting of the signal arms! For relatively tiny parts like these, "Sevac" brushing lacquer is very handy, as it dries quickly enough to stop "runs". If your hand isn't too steady, I can only suggest leaving the hops alone for a day or so, and having a couple of early nights before essaying the next paint job.

We've had some bad luck too. President Geoff Lormer will be Immediate Past President Geoff Lormer by the time you read this. He has had to resign office to take up a teaching appointment further afield, one which is quite a promotion for him, but his resignation is a rather grim loss to the Association. In many a quiet way Geoff has worked for our common good, very often well outside the field of his normal A.M.R.A. "duties". I expect an appreciation will duly

appear in the Journal, but even so, here is my personal "thank you, Geoff!"

Well, that wraps up Review for another three months. I've missed out on quite a bit of personal stuff I had "in the book". And there's Steve Suggitts visit to Melbourne, Gordon Usherwood's "low flying" exploits recently in the same city, George Aitchisons sleep banishing sessions early this quarter, quite a few new members, especially this last six weeks, and so on. But I've perforce got to make room for those letters. One final point which some of you might chew over rather seriously in the very near future. If HELP --- practical, unstinted, and ungrudging, is not forthcoming from members very soon on the actual physical production of this Journal --- it's my hot tip that there just won't be a Journal for much longer.

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GEOFF LORMER HAS RESIGNED.

"It's an ill-wind that blows nowhere" as Paddy says and the ill-wind that has blown on AMRA is the one that has meant promotion in a most pleasant way for our popular President, Geoff Lormer, necessitating his resignation from that position with us.

In the sphere of the Journal alone Geoff has done a power of work writing many articles as well as cheerfully doing all the drawings not done by the contributors - I shall greatly miss his help. The end of the Journal is not the fitting place for this appreciation of Geoff, but his appointment came upon us like a bolt from the blue.

We all congratulate you most sincerely Geoff, and know you will be fully happy and successful, along with your charming wife, in your new sphere.

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